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REPORT

OF THE

POSTMASTER-GENERAL

OF THE

UNITED STATES;

BEING PART OF

THE MESSAGE AND DOCUMENTS

COMMUNICATED TO THE

TWO HOUSES OF CONGRESS

AT THE

BEGINNING OF THE SECOND SESSION OF THE FIFTY-FIRST CONGRESS.

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REPORT

OF

THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., November 29, 1890.

To the PRESIDENT :

My first annual report covered less than four months of your administration. This, therefore, is the first statement of a full year's work which I have had the privilege of submitting. I beg to outline, in the first place, some of the things accomplished, or partly accomplished, and then to add certain recommendations for the further improvement of the postal service.

Bills have been passed by Congress to provide for a new post-office building for the city of Washington; to establish sea post-offices for the distribution of foreign mails in transit and their immediate dispatch inland at New York; to provide fifteen days' leave for post-office clerks; to experiment with the free delivery in small towns to see what can be done towards its quicker extension everywhere; to add necessary officers and provide for leaves of absence in the Railway Mail Service; and to exclude lottery literature from the mails. A bill to establish a limited post and telegraph has been unanimously reported by the Senate Committee on the Post-Office and Post-Roads and numerous arguments in its behalf have been heard by the House committee. Bills have been advanced a stage or further to permit the Department to forward matter on which postage has not been prepaid; to reduce the limit to which the free-delivery service may be extended down to towns of a population of 5,000, or to offices whose revenue is \$7,000; to provide supervisors of postal districts and additional officers to make the departmental service more efficient; to fix a penalty for the burglary of post-offices; and to reclassify mail matter, so that a million dollars a year may be saved to the postal revenue.

Bills passed,
advanced, or
placed upon the
Calendar.

The suggestion of the Department that \$500,000 would suffice for the inauguration of the eight-hour system in post-offices by promotions and by the employment of additional men in preference to the payment of extra wages for more than eight hours of service per day met with small favor, and the bill which proposed to appropriate \$2,000,000 or more, without, as I believe, accomplishing any more than the \$500,000 could be made to accomplish, was allowed by its friends to remain upon the Calendar. A bill better to classify the clerks in the Railway Mail Service is also on the Calendar. The postal-shipping bill occupies the same position of advantage.

Administrative
changes for the
better.

In the administrative methods of the Department itself some changes for the better have been made. A new series of smaller stamps, criticised, and justly criticised, at first, so far as the two-cent stamp was concerned (though the Department employed the same engravers and materials as formerly), are now, it is believed, quite acceptable to the public. Over two hundred thousand dollars has been saved on the contract for postal-cards, which, though they were properly criticised at first, were quickly brought up to the required standard by the contractor. Four hundred thousand dollars has been saved on the contract for stamped envelopes. Two hundred thousand dollars or more has been saved on certain lettings of contracts for carrying the mails, and at the same time the mail routes have been extended over almost 2,000,000 miles of railway and steam-boat and stage lines. The same number of inspectors have treated 87,736 cases during the year, against 66,364 treated last year, or an average of 1,213 per man this year, against 938 last year. The total number of cases on hand July 1, 1890, was 21,637, against 28,040 on hand July 1, 1890. This means an increase of 33 per cent. in cases treated, and a decrease of 22 per cent. in cases on hand. The anti-lottery legislation has entailed much extra labor upon the inspector force, but, on the other hand, the temptation to thieving among employes of the Department has been much diminished by the same means. The past year has been made very disagreeable to the "green-goods" swindlers.

Negotiations with the German authorities looking to the establishment of sea post-offices have been successful. A commission of expert accountants has been appointed thoroughly to examine the postal system and establish a uniform and simpler system of accounts for post-offices. Accurate counting and weighing of mail matter at all the post-offices of every grade have been made, and exact data

gathered thereby touching the amount of free matter and matter of each class carried by the Department; and estimates indicating the effect of a reduction of letter postage to one cent are included. A commission of postmasters has examined nine hundred models, designs, and suggestions of house letter-boxes to find something which, if universally adopted, would save a quarter part of the time of the carrier force of the Department. Several times postmasters, inspectors, and railway-mail superintendents have been called to Washington in groups to exchange ideas of benefit to themselves and to give the Postmaster-General the encouragement of their experience.

A few figures illustrate how much the business of the Department has grown. The gross revenue is nearly \$5,000,000 larger than it ever was before. Almost five thousand new post-offices, more than in any one year before, have been established upon the petitions of communities which have needed them. A decreasing limit for the extension of the free delivery has permitted the employment of letter-carriers in over fifty towns. Three times as many substations and stamp agencies (which soon pay for themselves) were established as during the previous year. Over 5,000 miles of R. P. O. service, so called (where traveling post-offices distribute the mails for instant dispatch), have been put on. The 58,000 transportation schedules have been examined, and adjusted or extended where it has been possible. Thirty-six per cent. more of city mails have been distributed on trains for instant dispatch than during the previous year. The star-route mileage has increased over 5,000,000 miles and the railroad mileage over 11,000,000. The railway postal clerks have reduced the number of pieces usually sent to the Dead Letter Office by 2,000,000. By encouraging postmasters in free-delivery cities to prepare supplementary directories and by general suggestions to the public through the newspapers to take greater care in the direction of matter, the Dead Letter Office expects a reduction of its labors by at least one-third.

I shall have the honor to advocate this year, as last, with whatever persuasiveness it is possible for me properly to use, certain measures, legislative and administrative, which I believe to be for the benefit of the service. If some of them fail—as it can not be hoped that all will succeed at once—there will at least be the benefit of the inquiries, the discussions, and the collection of opinions. The postal-telegram bill I again respectfully commend to your attention and to the favor of Congress. The recommendation that the

Growth of the
Department.

Recommendations and needed
reforms.

postal-savings experiment be fully and fairly tried is again renewed. The discussion of the eight-hour question can not be shirked; I hope the postal clerks will be certain during the next year who their friends are. The questions whether the division of the country into postal districts for the better instruction and encouragement of postmasters, new and old, and whether an additional permanent officer of the very highest order of experience and originality would not be a good thing for the Department, may well be pressed. Within the Department itself many reforms can be worked out, but only slowly, partly because legislation is necessary and partly because even small revolutions are not desired by all. In the matter of simple and uniform accounting the coming year ought to show excellent results. I hope to see the civil-service examinations, especially with reference to the railway mail, improved; for only in proportion as these yield the most efficient civil servants can the benefits of the civil-service system be extended. The whole post-office clerical force needs to be scanned thoroughly with a view to Congressional action looking to its better classification.

I feel that, while the postmasters, the railway-mail people, the contractors, and all the officials and employés of the postal system are perhaps better in touch with the Department than they ever were before, a still better common spirit and purpose can be infused. I believe that the officials and employés all agree with me that the quickest, the most accurate, and the most frequent service is not only desired, but is rightfully expected by the public; and I believe I am not wrong in saying that the organized bodies of business men, as well as the editors and the citizens generally, are more watchful for the shortcomings of the service than ever before, which is surely a very encouraging condition of affairs.

A QUICKENED SERVICE.

This one idea has dominated the Department this year: to make the mails go faster, more safely, and more frequently. The fifty-eight thousand six hundred and sixty-eight schedules of the railroads and the star and steamboat routes have been studied, readjusted, and extended.

Quick connections; early trains; loyal service.

While we are only at the beginning, with an enormous work yet to be done, there is satisfactory progress. The railroad and transportation officials are in most instances ready helpers. Delays in connections are being removed; early trains to accommodate newspaper mails are provided whenever possible, and due care is taken to collect, deliver, and

close mails according to the particular needs of respective communities. These matters are not suffered to drift to their own level, but are the subjects of careful thought and consultation with committees and communities, and have the personal direction of officers of the Department. The new postmasters are in the main working splendidly, and there is a spirit of loyalty and devotion throughout the ranks of postal employes, notably in the Railway Mail Service, which the best postal authorities declare to be in better shape than it has ever been before. In a number of cities boards of trade and local committees have rendered important aid to the Department in adjusting the service to the better satisfaction of the public.

Mercantile bodies assisting the Department.

I submit a few illustrations of the enlarged service in the West. In fifteen months 1,149,706 miles of mail service were added in the State of Washington alone. Four years ago the service was not so large by 1,000,000 miles. In Wyoming in fifteen months have been added about 80,000 miles of service, and in Idaho in fifteen months about 160,000 miles. The last letting of contracts for star service in the fourth contract section, which embraces the country between Arkansas and California, shows the following:

Increased service in the West.

Annual rate of expenditure:

June 30, 1890 (old service).....	\$2, 067, 651. 24
July 1, 1890.....	1, 853, 976. 89
Decrease.....	213, 674. 35

Number of miles traveled per annum:

June 30, 1890 (old service)	29, 444, 693. 49
July 1, 1890	31, 232, 515. 07
Increase	1, 787, 821. 58

The examination of all the postal routes, whether they traverse railways or steam-boat or stage lines, has resulted in many improvements, a few of which I beg to refer to. A morning mail from New York reaches Boston at 12 m. instead of 3.30 p. m., and not only benefits the latter city by so much, but makes earlier connections for New Hampshire and Maine. The fast mail from the west is delivered in Boston a business day earlier than formerly. The New York and Chicago mail is delivered at 10 o'clock a. m. instead of in the afternoon or the next morning. Similar arrangements of schedules and similar benefits to all the intermediate region can be shown between Philadelphia, Pittsburgh, Chicago, and St. Louis. The transcontinental mail referred to last year as saving a day, has been main-

Time saved in many places.

tained successfully, and its benefits have been extended to all the country tributary to the railroads traveled. A fast mail between St. Louis and Kansas City permits a delivery of commercial matter in Kansas City in the forenoon instead of in the afternoon after banking hours, and early schedules out of Kansas City practically advance deliveries throughout the State of Kansas by three hours. Five hours have been gained between Chicago and New Orleans, and it is possible that the schedule may be shortened four hours more. Many western mails out of St. Paul have been advanced two hours. New schedules are under consideration reaching from Boston to New Orleans by which all of the intermediate country will be benefited and business men at either end will gain a day.

Added facilities on one-fifth of R. P. O. lines.

Between September, 1889, and October 23, 1890, the full railway post-office cars have been extended over 5,105 miles of additional railroad routes, and the full railway post-office cars already existing have been enlarged on 12,785 miles of railroad, while the apartment lines have been extended (new) on 4,434 miles and enlarged on 5,723 miles of existing railroad. The efficiency and rapidity of the railway post-office mails have been improved on every line, and on one-fifth of the lines facilities that never before existed have been supplied. Running into and from Chicago, upon all the different railroads centering there, we have fifty-six daily railway post-office lines upon that number of trains—that is, fifty-six incoming and fifty-six outgoing. This is an increase of four lines during the past year. The aim of the railway-mail service is to make schedules that leave the large mailing centers after the close of business and arrive early in the morning so as to deliver before business begins.

City distribution on trains.

The development of city distribution on trains so as to avoid delay after arrivals is indicated by the following enumeration of pieces of mail advanced thereby :

1889	166, 718, 810
1890	226, 429, 575
Increase (say 36 per cent)	59, 710, 765

"Xixie" matter sent home.

This improvement will be still further developed this year. Besides, during the past year 4,628,931 pieces of mail were taken from the railway post-office lines imperfectly directed, of which by later treatment 2,186,933 pieces, or 47 per cent., were sent home. This kept out of the Dead Letter Office more than 2,000,000 pieces of mail matter.

The total increased length of mail routes in 1890 was

11,831 miles. The miles traveled increased in 1890 by 16,507,609, and were distributed in part as follows:

	Miles.		Miles.
Texas	575,124	Montana	156,916
Indian Territory.....	270,070	Wyoming	78,985
Virginia*	1,588,506	Arizona	33,799
Georgia	346,176	Utah	68,869
Florida.....	164,475	Idaho	124,413
South Carolina	130,520	Oregon	179,270
Mississippi	258,037	California.....	164,452
Arkansas.....	105,091	Washington.....	323,283
Dakota.....	199,490		

The star-route mileage traveled has increased 5,383,318 miles. The railroad mileage traveled has increased 11,523,191 miles. The total number of mail routes June 30, 1890, was 27,105, an increase over the previous year of 1,444. The total number of miles traveled per annum was 327,409,493.

THE QUICKEST SERVICE NOT YET ATTAINED.

The swiftest mail is not fast enough in these days for all the needs of commerce and social correspondence. The conviction steadily grows upon me that the post-office should do more than employ fast mails and stage coaches, and that the electric wires should carry letters; that the people who pay in postage rates the cost of the postal system have a right to the use of the postal plants as a means of reducing the cost of telegraphic correspondence and for the instant transmission of postal money-orders. We strain every muscle and nerve trying to gain an hour two on this collection or that delivery. We worry the railroads with importunities for new trains or faster ones that shall save perhaps three or four hours to the business men and the letter-writers. All the while its quickest service, by which electric letters under some of the new systems might be transmitted and whole days or whole nights be gained and saved, is kept out of the reach of these who are doing days' work or are just beginning to be capitalists.

There are mail routes of thousands of miles in the new States and thinly settled parts of the older country where every mile entails a certain loss to the Department; but the priceless privilege of communication by post is maintained though every other channel of intercourse is closed. The postal service, with all its long-distance and unprofitable service, burdened with the cost of doing without charge the

* This large increase was occasioned by the addition of 428 miles of railroad lines

mailing business of all the other branches of the Government, loaded down with the newspaper and book mail which it carries at about one-sixth of the actual cost, is nevertheless nearly self-supporting. It has therefore proved itself able to manage successfully the telegraph business in connection with the postal system and as a part of it.

Certain limited classes are against this consolidation, but the masses of the people are strongly for it. It is not possible to take an accurate census of those favoring or opposing it, but any disinterested person may discover the trend of feeling that has set in. That man must be willfully blind who does not see the vast and rising tide of public sentiment against monopoly. Here is a purpose of the people, and no man or set of men can turn it aside. In one form or another the public imperatively demands cheaper telegraphy, and the Post-Office Department can supply it at less cost than any corporation, unless the latter has rent, light, and fuel free, and carriers and clerks without pay. It has been argued that it is not the business of the Government to operate the telegraph; but the Government of this and every other country controls the mail service and stoutly claims that the general welfare is promoted by managing the transmission of correspondence. In pursuing that object it puts on mails at great cost, cheapens postage, and constantly adds facilities for ready communication. The general welfare will be similarly promoted by going one step further and giving the quickest of all modes of communication, namely, cheap telegraphic facilities, as it does mails, at points not profitable for private capital to reach, as well as at all other points. If mails were only run to self-sustaining or profit-making points the extent of the service would be cut off 40 per cent. The postal system is not a scheme for profit. If it were, newspapers and books would pay their proportionate cost and either a large annual surplus would appear in these reports or the free delivery would be extended universally. The postal service is the Government's kind hand, protecting and promoting the correspondence of its people, and communication by telegraph as well as by mail is essential to its best development.

Public sentiment strongly favors a postal telegraph.

Objections outlined.

An objection urged by the above-referred-to class of persons against the assumption of any telegraph business by the Government is that the telegraph would be in the hands of the party in power, and liable to corrupt use in times of political excitement. This is more specious than sound. The postal service is in the hands of the party in power, and liable to the same abuse. Stringent laws and

penalties hedge around the postal system, jealous eyes watch it, and it is ever open to public observation and inquiry. The telegraph business, in the hands of private individuals, is not so hedged about, and is much more likely to be used for corrupt purposes.

Another specious objection is that the Government ought not to compete with existing companies. But the people have rights and interests as well as the telegraph companies. In 1866 it was proposed to assume control of the telegraph lines; but it was then held by these companies that they should be permitted to realize some profit on their investments, and by act of Congress five years were allowed for that purpose, since which time the people have paid rates (in many cases and at many points excessive) that have earned over \$100,000,000, which has been divided among stockholders or added to telegraph plants. The companies have been permitted to enjoy these valuable franchises for a quarter of a century instead of five years. Even now it is not proposed to take these properties out of the hands of their owners, but to open to them and to the public the privilege of bidding for telegraph service on a modified scale, which will not, it is practically certain, interfere with the service now existing.

It is sometimes maintained that the telegraphic service can be performed more cheaply by private hands. If this objection is good, it holds against all kinds of Government work. The public revenue ought to be collected by private hands. The laws ought to be administered by contracting parties. A banking firm ought to manage the Treasury, and the postal business should be handled by a syndicate. The question is, what is the best and safest for the public interest, as well as what can the general public afford to use? No one believes that the mail service would have been so widely extended by any private corporation that had to pay dividends to its stockholders. One-cent postage would never come if the post-office business were in the hands of a money-making corporation. It is for the interest of a private company to extend its business only so fast and so far as it is profitable; it is the aim of the Government to extend its service wherever it is actually needed. These further objections are made: Large outlays of money and an increase of Government patronage. Both fall to the ground, because, under the plan proposed, it is not intended to buy or build telegraph lines, but to contract with existing companies, or such as may hereafter be established; and such contracts would provide

The mail service would not have been extended by private corporations.

not only telegraphic lines, but instruments and clerks to operate them, except at small offices, where the postmaster or one of his clerks would also be paid by the telegraph company to act as operator. Therefore, there could be no drafts on the Treasury or additions to the civil list, except as the general service grew—and it is growing every day now. The contracting telegraph company would furnish lines, instruments, and operators, and transmit the messages at rates fixed by the Government, all of which would go to the company, except two cents per message, which would be retained by the Post-Office Department to cover its expense in collecting and distributing.

Organized capital and labor approve.

In brief, this is the plan proposed. There would be no outlay of money, no appointments of clerks, and no financial liability. The persistent misstatement of the facts at the outset led to some misunderstandings on the part of a small portion of the public. The actual plan is surely entitled to a just statement and a fair consideration. If there is a better one, it will be quickly discovered and adopted. Many boards of trade, chambers of commerce, and trade and labor organizations throughout the country have, during the past year, passed resolutions demanding postal telegraph in this or some other form. The subject was considered by the Committee on the Post-Office and Post-Roads of the House, but was not acted upon beyond granting hearings to the parties interested. The Committee on the Post-Office and Post-Roads of the Senate reported the bill unanimously.

The English system a success.

A few facts from the last official report of the postmaster-general of Great Britain, dated August 11, 1890, controvert the somewhat accepted opinion that the English system of postal telegraphy is a great expense to the Government and a failure. The increase in the number of inland and foreign telegrams was 8.5 and 8.1, respectively. The number of telegrams on the business of railway companies, transmitted without charge by the post-office under obligations incurred when the use of their systems was acquired by the Government, increased nearly 17 per cent. Press telegrams are transmitted at very low rates and at considerable loss to the revenue. In spite of this free and losing business, however, the English postal telegraph was practically self-supporting in 1887-'88, showed a large profit in 1888-'89, and cleared over \$500,000 in 1889-'90. This, to be sure, is making no charge for interest on the outlay; but it may be answered that the full interest on the cost of the plant can not be fairly charged to the expense account, be-

cause, as is universally admitted, the Government paid an excessively high price for the old telegraph lines.

The relation of the receipts and expenditures of the English system during the past three years is given in the following table:

Year.	Receipts.	Expenditures.
1887-'88	£1,992,949	£1,999,038
1888-'89	2,129,965	2,041,361
1889-'90	2,363,836	2,262,310

It is to be observed that the business of the English newspapers, as well as the foreign, railway, Government, and ordinary business, was done, and done acceptably, though at a loss to the revenue; and it may be repeated that this real Government telegraph system, in spite of its large free and under-cost business, pays its way, leaving a gradually increasing surplus to be applied to interest account on the investment, which is unusual in Government works. The telegraph scheme which I advocate could never fail to pay its way from beginning to end, because the very fact that a postal-telegraph stamp had been put upon a telegram would imply that the expense of collecting, transmitting, and delivering the telegram had been paid in advance. The limited plan, in other words, collects as it goes for exactly what it does. To draw another parallel from the English system, which is necessarily not so free from the red tape of Government control as the contract scheme would be in this country, it may be pointed out that the general telegraph business, whether commercial, social, or press, could be handled more expeditiously than under the present entirely private system, because the delay in accounting would disappear with the advent of the postal-telegraph stamp.

The American plan would certainly be successful.

SAVINGS-BANKS AT POST-OFFICES.

The Post-Office Department is continually urged to act as the guardian of moneys for people resident in parts of the country where savings-banks do not exist. It is not the large cities that feel this need, though even at the populous centers banking institutions generally do not offer convenient hours for working people and do not care to deal with small sums. It is the large mass of wage-earners outside of large cities that clamor for help to keep hard-earned gains. In some of the States no laws exist to give

Department urged to establish savings-banks.

State protection to savings deposited with private capitalists. It is stated on reputable authority that in one portion of the country containing twelve millions of population there are not as many places of deposit for the saving of small sums as exist in a single city of 80,000 people in a New England State.

To teach economy and thrift as leading up to better citizenship falls short if there is no adequate provision for the safe-keeping of savings. Such places ought to be within an hour's walk of the home of every workingman. They can not be left to private capitalists to provide, because it would not pay them to deal in small sums or perform the necessary labor. The post-offices and the postmasters are in every respect rightly situated to do this work. It would be a great comfort to the people to have these banks that could not be affected in times of financial panic.

Savings banks
abroad.

Of all the great powers in the world the United States and Germany alone are without postal savings-systems. The last report of the British authorities shows that on the average one person out of every eight in the United Kingdom is a depositor in the postal savings, and, while in England and Wales the average balance to each depositor is almost \$70, in Ireland, where the conditions are harder, the average balance to each depositor is close to \$94, owing doubtless to fewer opportunities to invest or deposit money for safe-keeping.

In Mr. Lacey's report to the Forty-seventh Congress, urging the establishment of postal savings-banks, he quotes as follows from the twenty-sixth report of the postmaster-general of the United Kingdom:

Notwithstanding the dullness of trade and the deficiency of the harvest that characterized the year 1879, it is satisfactory to report a continued excess of deposits over withdrawals and an increase in the balance due to depositors of upwards of a million and a half sterling. Most remarkable, perhaps, is the progress shown in Ireland, considering the severe distress to which many parts of that country have been subject. For the whole of Ireland there was, including interest, an increase in the balance due to depositors of \$457,915, and of this amount the eight counties chiefly affected by the distress contributed no less than \$127,090.

British savings-
banks.

The postmaster-general of Great Britain states in his last report that the number of savings-bank depositors last year was 8,101,120, an increase of 560,495 persons, and that the total amount of deposits for the year was a fraction under \$100,000,000, nearly \$4,000,000 more than the previous year. In one day over 55,000 persons made deposits amounting to over \$685,000. There were 924,010 new ac-

counts opened in 1889 and 637,128 closed. The total number of open active accounts at the end of the year was 4,507,809, or nearly 300,000 more than the previous year. The report gives interesting data of the growth of the savings-system in the British provinces. In Ceylon the system was established in 1885 and "proved a boon to the poorer population."

An interesting statement in the Bankers' Monthly for October says:

But the greatest extension of savings-banks has been brought about by the introduction of the system of post-office banks. In India, as in England, the use of the already existing machinery of the post-office has not only proved of the greatest advantage in point of economy of administration, but has been of the utmost service in extending the opportunity of profitably exercising thrift into many parts of the country where otherwise it would be impossible to afford such accommodation without incurring a cost too great to be borne by the business of the district. * * * In March, 1888, the totals of accounts and balances in the various savings-banks were as follows:

	Accounts.	Balances.
		<i>Rupess.</i>
3 presidency banks	39,403	11,518,734
13 railway banks	12,848	2,296,501
176 military banks	18,303	1,473,783
5,966 post-office banks	261,157	50,488,357
Total	331,711	65,777,375

The last French report at hand is that of 1885, which shows the amount of deposits to be over \$53,000,000. In Belgium the depositors at the close of 1888 had \$50,000,000 to their credit. In the Netherlands the deposits were upwards of \$5,800,000. In Sweden at the close of 1887, the depositors, 59 per cent. of whom were minors, had \$766,430 to their credit. Comparison of the deposits in 1887 with those of 1884 shows an increase of over 100 per cent. A report of the postmaster-general of the Hawaiian Kingdom dated February 11, 1890, shows that that country first had postal savings in 1886, and has now 2,641 depositors, with \$909,613 on deposit, against \$477,475 one year before. It would seem as though the United States should not be the last country to offer assistance to the masses of her people struggling to rise by thrift and economy.

I recommend that the Post-Office Department be authorized to establish postal savings-banks under regulations formulated by the Postmaster-General; that the said banks be located as follows: (1) In States having no laws regulating savings-banks; (2) in any other States upon peti-

New plan for
postal savings-
banks.

tion of a considerable number of residents of any one locality; and (3) not more numerously than one post-office for every 10 miles of area; that the interest to be paid depositors shall be fixed by the Secretary of the Treasury at the beginning of each year, and be one-half of 1 per cent. less than the average rate paid to depositors by private bankers; that all postal savings received within a State shall be placed on deposit with the national banks of that State, on application, in such amounts and at such interest as the Secretary of the Treasury shall prescribe, and that all such deposits be declared by special enactment preferred claims against the banks holding them.

LOTTERIES AND THE MAILS.

Lottery instructions issued.

The new act of Congress concerning lotteries accords with the recommendations of my last annual report. The intent of the law is to shut out all lottery business from the mails. Power is given the Postmaster-General, as the executive of the Department, within the limits of the constitution, to exclude all such matter. Quick action was taken the day after the enactment received your signature to close the mails against this business. Each of the 62,401 postmasters and the inspectors has been officially notified of the terms of the act, and the Department has issued regulations to govern their procedure in executing the law. The two months that it has been in operation are too short a time to produce results, but there is satisfactory progress. The lottery companies can not but see that there is to be no trifling or evasions in dealing with them. The press has aided the Department by its very general approval and the public at large have seconded its efforts to make the law effective. The Attorney-General has directed the prompt prosecution of all who violate this law.

Other schemes of chance.

Schemes for the distribution of prizes by chance, most of them of a local nature, and some of them connected with charitable and religious organizations, and commonly termed innocent, have clearly come within the prohibitions of the new law, and consequently the newspapers and other publications containing advertisements of them have been unmailable. The Department, however, has not applied the law harshly in these cases, but where the notifications of the violations of the law have been met in a resentful spirit, accompanied by a refusal to omit the objectionable advertisements, no alternative has been left but to bar from the mails all such matter.

The business of the New Orleans post-office has fallen

off one-third. The registered mail addressed to the Louisiana State Lottery and money-orders drawn to its order have been almost discontinued. While this class of correspondence seems to be disappearing from the mails it is noticeable that one lottery company invites correspondence and remittances by the several express companies, and announces that the agents of said companies will distribute circulars and receive money for tickets. The United States Express Company has taken the lead in declining all lottery business and has so instructed its agents. The Adams Express has followed in the same direction. Certain other express companies, operating mainly in the southern and western territory are alleged to be using their organizations to defeat the purpose of Congress in enacting this law. I have preferred to wait a reasonable time for the voluntary withdrawal by these corporations rather than proceed under the sections of the Revised Statutes that prohibit express companies under penalties and conditions to carry letters or packets over post-routes established by law or between places regularly supplied with mail. I am informed that the acceptance of the business of the lottery companies is a clear infraction of a penal statute, and at the proper time, if occasion requires, I shall bring all this to the attention of the judicial department of the Government.

Decrease of postal business at New Orleans.

Attitude of express companies.

The provisions of the lottery act have been held to apply to circulars, pamphlets, newspapers, and other publications coming into the United States from foreign countries precisely as they do to such matter found in our domestic mails. There is nothing in the stipulations of the Universal Postal Union or in the separate postal conventions with adjoining countries that requires the United States to treat foreign mails in any essential respect differently from domestic mails, certainly nothing that obligates the transmission or delivery of anything declared to be unmailable by the laws of this country relating to the postal service. Further negotiations may be required with one or two international neighbors with the view of suggesting corrections in their laws concerning the sending of circulars at transient printed rates under seal so that their contents can not be inspected, their present statutes having resulted in flooding the United States with sealed letters mailed and transmitted as circulars.

Applies to foreign papers.

It has also been held that the advertisement of the sale of certain premium bonds, issued by European and other governments, is prohibited by the provisions of the lottery act. The payment of these bonds is based upon two or more conditions: 1st. That drawings are to be held at stated inter-

vals to determine what bonds, principal, and interest, of a given series shall be paid at a subsequent date, which drawings are repeated at such intervals until the payment of the entire series is provided for; and, 2d. That the holders of the bonds thus designated at a portion of these drawings shall receive a ticket which will entitle him to certain premiums or prizes in addition to the face value and interest of the bonds, which are to be determined by a subsequent drawing for the distribution of said prizes.

It is legitimate for a government to issue evidences of debt, and to provide for the payment of them at different times, by selecting in the manner described the securities that will be first redeemed; and if the plan stopped at this point the advertisement of it would clearly not come within the prohibition of the act. The ruling of the Department to this effect has been given in a number of cases. But when a scheme for the distribution of a list of premiums of different values, determinable by lot or chance, is ingrafted upon the original plan of payment and incorporated in the bonds as a part of the condition of sale, it certainly converts the whole scheme into a lottery, which, in its broadest sense, is defined to be "a distribution of anything by lot," and in law a scheme "for the distribution of prizes by chance." The Department has ruled that the sales of premium bonds, on the terms mentioned above, could not be advertised in newspapers, nor could the list of premiums or prizes awarded at said drawings be published.

As before stated, the lottery act has been in existence so short a time that its effect in suppressing the lottery evil can not now be fully stated. I believe that it will accomplish all that was expected of it, and that each of its provisions dependent upon executive action can be made effective. The action of the courts in test cases that must necessarily be begun can not be anticipated; but it can be safely predicted that if the law be sustained our mails will be purged of what has long been conceded to be a most demoralizing element.

"CENSORSHIP" OF THE MAILS.

Indecent literature.

The discussion of the anti-lottery bill and the exclusion of certain literature from the mails have caused a good deal to be said during the past few months about a censorship of the mails, so called; and, lest people who believe in fair play and a just administration of the law should find themselves still misunderstanding the course of the Depart-

ment with reference to these two questions, I beg to submit a few facts. It has been explained elsewhere that the intention is to enforce the spirit as well as the letter of the anti-lottery law. That is also the purpose with reference to the laws regulating the circulation of indecent literature. The whole truth is simply this: No line of action that is not reasonable will stand the test of discriminating criticism, and fair-minded writers and fair-minded readers understand this.

An act of Congress passed March 3, 1873 (R. S., section 3893), provided, "That no obscene, lewd, or lascivious book, pamphlet, picture, paper, print, * * * shall be carried in the mail;" and further, that any person who should knowingly mail or cause to be mailed, or who should knowingly receive or cause to be received, from the mails articles before declared to be non-mailable should be deemed to be guilty of a misdemeanor, and liable to a fine of not less than \$100 nor more than \$5,000, or to imprisonment at hard labor for not less than one year or more than ten years. It was soon found that it was not enough merely to provide for the exclusion of "obscene, lewd, and lascivious" publications, but that publications which were simply "indecent" had also better be excluded; and accordingly Congress, by the act of July 12, 1876 (19 Stat., p. 90), extended the prohibitions by adding thereto the words, "or other publications of an indecent character," and by forbidding not only the carriage of such matter in the mails, but "the delivery of it from any post-office or by any letter-carrier;" so that the statute was amended to read as follows:

*The statute on
the subject of ex-
clusion.*

Every obscene, lewd, or lascivious book, pamphlet, picture, paper, writing, print, or other publication of an indecent character * * * is hereby declared to be non-mailable matter, and shall not be conveyed in the mails, nor delivered from any post-office, nor by any letter-carrier.

The statute was thus broadened by prohibiting the transmission of any matter offensive to modesty, or tending to subvert respect for decency and morality, first by constituting the Postmaster-General the judge of the character of such matter to forbid its carriage in the mails (which could only be prevented by executive order), and second by leaving to judicial action the duty of imposing penalties.

It does not matter whether or not a given publication presented for mailing appears, by complaint or otherwise, to a postmaster to be "obscene, lewd, or lascivious," if it does appear to be "indecent." He is obliged, in order not to become a law-breaker, to refer the questionable point to

Postmaster-General obliged to act when applied to.

the proper Department official. It does not matter, when the referee considers the question, whether the given publication is merely "obscene, lewd, or lascivious." If it is simply indecent, he must exclude it or break the law. A translation of a questionable book was, as a matter of fact, presented some months since at the post-office in a Western city for transmission in the mails. It was held and referred to this Department. The Assistant Attorney-General, finding it indecent under any definition of the word, issued an order excluding it. To exclude the book was the simple duty of the Department. For myself I never discuss the policy or wisdom of breaking the law, and the officials of the Post-Office Department do not.

Some have said that the exclusion of a book only draws attention to it and makes the damage caused by its sale the greater. That, as I conceive, is no affair of a sworn public official. Moreover, the "advertising" which it is held the Department gave the objectionable publication was entirely due to the thrifty bluster of the publisher who, however much he complained of the injustice of the decision of the Department, never appealed to the Postmaster-General to have it reversed. The question is not pertinent, either, why the Department does not exclude certain other publications from the mails which are admitted to be indecent. It treats these cases only as they are brought to its attention; and one complaint is considered as carefully as another. To try to pursue any other policy—to try to find publications which on one pretext or another might be excluded—would be to try to establish a real censorship of the mails, which is entirely foreign to what I conceive to be the duty of the Postmaster-General.

THE SAFETY OF MAIL MATTER.

1,223,444 pieces of registered mail matter, valued at \$1,114,491,446.07 were forwarded for the Post-Office and Treasury Department. It is not practicable to state accurately the value of the remaining 13,723,637 pieces of registered matter transmitted for the public during the year, but such value may be to some extent estimated by taking as a basis of calculation the known or supposed contents of the 1,951 pieces reported to have been rifled or lost. The aggregate amount of the inclosures for these 1,951 pieces is reported at \$24,116.57, an average value per piece of \$12.36. By computing the 13,723,637 pieces at this rate, the result is \$169,624,153.32. This is without much doubt an underestimate. This sum added to that of the official

Value of registered mail.

values given above creates a total of \$1,284,115,599.39. The net loss amounted in all to \$14,411.86, or $\frac{11}{10000}$ of 1 per cent.

As to the ordinary mail matter, it is just as difficult to determine its value, because there are no declared values, and it is the business of the officials not to inquire what letters contain. It is interesting to know, however, that the average value of the money letters opened in the Dead Letter Office was \$1.65; of the letters containing postal-notes, \$1.51; and of the letters containing negotiable paper, \$55.07. By taking into account all letters opened in the Dead Letter Office, the average value per letter is found to be a little more than 25 cents (25.2). It is estimated that there are carried in the mails 1,854,667,802 ordinary letters per annum, these figures being based upon the general count of mail matter made for one week in May last. At the rate of 25.2 cents per letter the value of the ordinary letter-mail of the United States for one year would be \$467,376,-286.10.

Value of ordinary mail.

There has been no loss at all in the Department proper. The total supposed losses of ordinary mail throughout the United States, as reported by the office of the Chief Post-Office Inspector, amounted to 51,745 pieces. Of these 20,900, or 40 per cent., were packages, the remaining 60 per cent. being letters. The total losses ascertained to be due to carelessness or depredation of postal employes number 23,985, 60 per cent. of which would be 14,391. Assuming the average value to be 25.2 cents, the total ascertained loss of ordinary letters chargeable to the postal service would be \$3,626.53, or $\frac{77}{10000}$ of 1 per cent.; and it is a cause of sincere congratulation that the practical termination of the lottery business as conducted through the mails will in great measure remove from postal employes the temptation to steal letters.

Percentage of loss.

The following is the best evidence at command of the character and integrity of postmasters. It is an extract from a letter written at my instance by the Auditor of the Treasury for this Department:

NOVEMBER 15, 1890.

HON. JOHN WANAMAKER,

Postmaster-General:

SIR: I am verbally requested by the Chief Post-Office Inspector to prepare for your use a statement of the number and amount of defaults to the United States of postal and money order funds by postmasters during the period from April 1, 1889, to the present date.

REPORT OF THE POSTMASTER-GENERAL.

I am of the opinion, as previously stated, that, so far as the results of collection of debts arising out of the business of the past year has progressed, it may be safely asserted that no defalcation, resulting as yet in actual loss to the Government, has occurred in either postal or money-order transactions.

Respectfully,
(Signed)

T. B. COULTER,
Auditor.

THE FOREIGN MAIL SERVICE.

Estimated profit from foreign mails.

The revenue from all sources for service to foreign countries can only be determined by estimates based upon weights of mails and statistics gathered during the first seven days of October and April last. The aggregate sum seems to be \$2,655,108, and the actual net cost of the service is \$573,882, showing a profit of over \$2,000,000, exclusive of the cost of transportation from points of origin to the exchange post-offices. This cost can not be ascertained from any existing data, as it forms a part of the general mail in transit from all points. For the facilities afforded by the transportation companies named as miscellaneous service in the table of the report of the Superintendent of Foreign Mails, comprising the lines of steamers to the Latin-American countries, the compensation allowed under the law is inadequate for the service performed.

Australian mails.

Mail connections with the Australian colonies have been maintained with difficulty, owing to the disposition of the New Zealand Government to terminate the present arrangement on account of the alleged inadequacy of the compensation allowed by this Government, viz, the entire amount of postage collected. The Department can only act within the statutes, and the subject in detail has been laid before the Committee on the Post-Office and Post-Roads of the House of Representatives, whose chairman introduced a joint resolution which reached the House Calendar. Meanwhile the New Zealand Government has submitted to the contractors (the Oceanic Steamship Company) propositions for the continuance of the service for one year, the acceptance of which by the company probably depends largely upon the fate of the bill now before Congress in favor of American shipping and the joint resolution above referred to. I consider the matter of sufficient importance to the postal and commercial interests of the United States urgently to recommend that it receive prompt and favorable action.

Foreign parcels post.

The parcels-post service continues to increase with foreign nations which apply for facilities to get our products. During the year postal treaties have been concluded with

Costa Rica and the Danish West India Islands. The limits of samples of articles have been increased for Italy under the rules of the Postal Union, and the range of mailable articles has been extended. The Fourth International Postal Congress will assemble in Vienna on the 20th of May, 1891, to revise the existing convention and regulations of the Universal Postal Union. The United States is entitled to two representatives.

Negotiations instituted by this Department with the postal authorities of Great Britain, Germany, and France were conducted by William Potter, esq., of Philadelphia, as our representative. A personal visit was made to the postal bureaus of these three countries, and while the postmasters-general of Great Britain and France were unable to enter into arrangements with the United States to establish sea post-offices for the purpose of assorting mails in transit, the postmaster-general of Germany made a preliminary agreement for such offices on ships sailing between New York, Bremen, Hamburg, and Southampton. The effect of the new service will be to save the time required at the New York office for assorting these foreign mails and for preparing them for distribution. The authority and the appropriation for inaugurating this service was given by Congress June 30, 1890. The adjustment of the details to put the service into operation has been found to be impossible by correspondence, and a representative of the German postal service has been ordered to this country for the purpose. Mr. Potter's valuable services were rendered at his own expense and without desire for compensation. His report in full is printed as an appendix to this report.

Sea post-offices
between United
States and Ger-
many.

CARRYING THE FOREIGN MAIL.

The Department is wholly dependent upon steamers flying the flags of other nations and of foreign ownership for the transportation of the mail. Exceptions are the Pacific Mail S. S. Co., the Oceanic S. S. Co., the U. S. and Brazil Line, and The Red "D" Line. The total amount paid to all the other American companies is only \$10,955.97.

United States
dependent upon
foreign capital-
ists for trans-
portation of for-
eign mails.

Unexpected differences with steam-ship companies of foreign registry relating to charges, or for other causes, might at any moment cut off mail intercourse with Europe under the present circumstances. It must be apparent that this country should not be subject to foreign capitalists for means to distribute its mail. Without considering the inland charges on the foreign mail, the sea service shows a

profit of not far from \$2,000,000 per annum, which sum might be fairly considered for disposal in the encouragement of American shipping for American mails.

I have examined Senate bill No. 3739, now pending in the House, "To provide an ocean mail service," and believe it to be for the interest of the postal service to have such a bill become a law. In considering the subject at the request of the Committee on the Post-Office and Post-Roads of the House of Representatives I had the honor to submit the following amendments, which, I understand, were approved by the committee:

SEC. 5. And that the total amount of compensation to be paid for such ocean mail service over and above the net revenue for the sea and United States inland postage received on the mails so conveyed shall not be a charge upon the appropriation made for postal service for the Post-Office Department, but shall be paid out of the Treasury of the United States upon vouchers properly issued and certified under and by direction of the Postmaster-General.

Amendment of
shipping bill.

SEC. 6. The United States shall be entitled to one or more messengers, who shall have transportation and subsistence free of charge.

It does not seem proper to put down to the cost of the postal service appropriations of Congress to promote commercial intercourse and build up a branch of the American Navy, to which the mail service is but an incident.

LOWER RATES ON FOREIGN LETTERS.

The present rate of postage is 5 cents for each half ounce to all points throughout the world, the exception being the Australasian and Cape colonies, where the rates are 12, 15, and 19 cents on half-ounce letters. By their own acts these countries are not in the Postal Union. Almost all the countries grade their postage by distances, and no country offers a uniform rate, or as low a rate, as the United States does. Considerable discussion has gone on throughout the year of a proposition to reduce the foreign rate to the domestic rate, or from 5 cents to 2 cents, the demand arising mainly from our friends in Great Britain, who were represented by J. Henniker Heaton, esq., a member of Parliament, in a visit, most agreeable to the Department, for conference on this subject. Considering that the United States carries a foreign letter from any inland point from the southern boundary of the British Possessions to the northern boundary of Mexico, or from the Pacific to the Atlantic, to the ports of debarkation, and then without any extra charge carries it across the ocean, it would seem that the rate is low enough. I am not averse to a reduction of ocean postage, but quite

Foreign postage low already.

agree with the general sentiment that any reduction of rates of postage ought to begin with domestic rates.

If the rate were reduced to 2 cents we should be charging the same for carrying a letter from Alaska to India as for carrying a letter from one side to the other of any street of an American city. If the foreign rate were reduced to the domestic rate, 2 cents per ounce, there would be no "sea postage," and consequently, as the statute (R. S., 4009) limits the compensation to be paid to vessels of foreign register for the sea conveyance of United States mails to "any sum not exceeding the sea postage on the mail so transported," there would be no fund available for the payment of vessels of foreign register for transporting the mails; and if the rate were reduced to 2 cents per half ounce, there would be available for this purpose only 2 cents per ounce, and the rate of compensation for sea conveyance would therefore necessarily be reduced.

Reduction of postage should begin with domestic rate.

POSTAL-CARDS WITH PAID REPLY.

The introduction of postal-cards with paid reply, each half of the card bearing a 2-cent postage-stamp, into our international postal service would, in my judgment, prove a great convenience. Under existing regulations the postage-stamps of one country are not valid for the prepayment of postage on articles mailed in another country. Consequently, articles mailed abroad bearing United States postage-stamps are required to be treated as if no postage were prepaid on them. It is useless, therefore, for persons in this country to send United States postage-stamps to their correspondents in foreign countries for the prepayment of return postage; and as the transmission of coin by mail is, as a rule, prohibited, there is at present no convenient way by which provision can be made by persons in the United States for the prepayment of the return postage on their correspondence from abroad. But the regulations provide that the reply-half of a double postal-card issued by any country of the Postal Union shall, when mailed in any other country of the Postal Union addressed for delivery in the country which issued the card, be forwarded to its destination as a fully prepaid article; and hence, if the United States issued such cards, the present difficulty would to a certain degree be removed.

No way to pay return foreign postage on letters.

PARCELS POST.

If the heavy matter put in the mails by the various Departments were sent to the express offices, and if paper-

Express companies have short hauls, Department the long ones.

One-cent post must take precedence.

covered books now carried in the mail under a ruling of the Department at 1 cent a pound were to be unloaded from the mail upon the express companies, where such work belongs, there would be abundant compensation to them at their rates in this transfer of business for what they would lose if the Government extended the limit of weight of mailable packages from 4 to 8 or 11 pounds. Nearly every country in Europe has established a parcels post and managed it successfully to the great satisfaction of the people. The conditions of commerce are much the same all over the world, and if there are no objections from business people in the old countries after years of experience with the parcels post, there would not be objections here after it was fairly tried. It can only be a question of time before it will be undertaken in some better form in this country. The system now in operation allows the express companies to bid under postal rates and get the short hauls, while the long and expensive hauls are left to the Department, whose rates are fixed irrespective of long or short distances. The data obtained by the recent weighing and count of mail matter will show the profit or loss of this particular part of the postal business. Losing the short hauls and doing a business limited to four pounds does not permit the most favorable test. While the post-office buildings in most of the large cities are greatly crowded by the postal business, there is ample room for extension in three-fourths of the offices. The postal cars and express cars are coupled together on the same train, and the same set of men could take charge of both and use the space interchangeably and economically. I am in favor of a full parcels post, but think 1 cent postage on land and sea should take precedence over every large postal departure.

LOSSES ON "SAMPLE-COPY" BUSINESS.

An act of Congress of March 3, 1885, reduced the rate of postage on newspapers and periodicals to a cent a pound when mailed by publishers and news agents, thus permitting the transmission of sample copies at the pound rate. This was intended to benefit only the publishers of unquestionably legitimate newspapers and periodicals, and indirectly the general public; and, under the limitations expressly provided for, the resulting burden upon the postal service would be hardly felt. This special rate for sample copies has presented such a temptation, that thousands have resorted to the subterfuge of converting mere trade circulars, descriptive catalogues, illustrated price-lists, etc., into the semblance of newspapers and magazines, and then,

after securing for them official entry into the newspaper class of mail matter, have circulated them promiscuously and in enormous quantities as pretended sample copies.

The following instance, involving the circulation of only a hundred thousand copies of one of these spurious publications, will show a gain to the publisher by putting his advertising matter into the form of a magazine, and having it admitted into the mails as such, and the consequent loss to the Government from the transaction :

Illustration of
loss on sample
copies.

100,000 copies of publication, each weighing, say, 3 ounces, postage on which, mailed separately as third-class matter, at the rate of 2 cents each, would be.....	\$2,000.00
Same number of copies mailed in bulk as second-class matter, postage on which at the rate of a cent a pound, would be..	187.50

Saving to the publishers and loss to the postal revenue..... 1,812.50

If the amount shown in this example, which I do not think is exaggerated, is multiplied by the number of publications presenting a similar state of things, the result is an annual loss to the Government of about \$1,100,000; and the loss to legitimate publications, whose advertising especially is interfered with, is enormous.

It may excite some surprise that the Department will carry publications of such a character. But consider the facility with which a semblance of genuineness can be given to all this class of printed matter, the somewhat faulty conditions prescribed by law for admitting second-class matter to the mails, and the difficulty of determining the precise nature of such publications without delay and expensive special investigation. Hardly a day passes, indeed, that the Department does not refuse this privilege or withdraw it when granted by mistake. I suggested as a remedy in my last annual report some limitation of the number of sample copies which might be mailed at this low rate, but I am now convinced that this alone would be insufficient, and respectfully recommend the following amendment to the existing law relative to second-class matter :

Amendment of
law recom-
mended.

That hereafter no publisher shall be permitted to mail sample copies of newspapers or periodicals in excess of the number thereof sent at the same time to regular subscribers, except at the rate of postage applicable to transient second-class matter—that is to say, one cent for every four ounces or fraction thereof, payable by stamps attached—every sample copy to be plainly marked as such before being deposited in the post-office for mailing, and to be exactly the same as some regular issue of the publication of which it purports to be a sample: *Provided*, That the right to mail sample copies, except at the rate of one cent for every four ounces or fraction thereof, payable as aforesaid, shall be absolutely denied to any newspaper or periodical the publisher of which guaran-

ties to advertisers or others a specific circulation thereof in excess of the number actually subscribed for or sold, and to all newspapers and periodicals the publishers of which are engaged in any business, except the publishing business, which is directly or indirectly advertised in such publications.

POSTAGE ON PAPER-COVERED BOOKS.

In my last annual report attention was invited to the following abuse in the postal service: Certain publishers have for many years issued paper-covered books in the form of periodicals, bearing a date and numbered in a nominal list or series for the purpose of sending them through the mails, not at the rate with which other books are legally chargeable, but at a cent a pound. These books differ in no essential respect from other paper-covered books, and yet are shipped in the mails in immense quantities at the cent-a-pound rate. The experience of another year has confirmed my conviction of the great abuse involved herein; and I therefore urgently recommend the passage of bill No. 7558, introduced into the House at the last session by Hon. H. H. Bingham. It is intended to subject all books, no matter what their special characteristics may be, to the rate of postage fixed by law for third-class matter, thus:

Amendment
urged making all
books third-class
matter.

That from and after the passage of this act all publications purporting to be issued periodically and to subscribers, but which are merely books or reprints of books, whether they be issued complete or in parts, whether they be bound or unbound, or whether they be sold by subscription or otherwise, when offered for transmission by mail, shall be subject to postage at the rate prescribed by law for third-class matter.

I present again a few of the reasons in favor of this measure that now occur to me: First. The books are not newspapers or periodicals in the commonly accepted sense of those words, or in the sense intended by Congress. They possess none of the characteristics of a newspaper or magazine. On the contrary, these so-called serials or libraries present only the most superficial resemblance to periodicals. Second. An unfair discrimination is made against other books published less frequently than once a month; and again, why should a paper-covered book have greater privileges than a bound book? Third. The loss of postal revenue is very great, for every pound of the books under consideration realizes to the Government just one-eighth of what the law intends to collect.

The practice has opened the door to other abuses. As postage-stamps are never affixed to periodical matter sent at the pound rate, it is impossible for postmasters at the office of destination to know whether postage has

been paid or not, and through negligence or dishonesty matter of this kind may be smuggled into the mails without the payment of any postage whatever. Moreover, many books that have really never been admitted to the second class have slipped through at the low rate by being mailed at places away from where they were published; and again, books of an obsolete series, or reprinted by some other than the original publisher, or not really belonging to the series named on the cover, may get into the mails at one-eighth of the fair and proper rate.

CURIOSITIES OF THE DEAD-LETTER OFFICE.

Pains were taken some months ago to ascertain why so much mail matter continually comes to the Dead Letter Office. The evidences are convincing that the miscarriage and non-receipt of such letters and parcels as reach that office are due in the main to carelessness and omissions on the part of the public, and in very small measure only to any fault either in the system or in the work of the employés.

Of the more than six million and a half of pieces of mail matter received annually at that office, nearly five millions and a half contained nothing of value, and it is almost inconceivable, but none the less true, that about one-half of this number contained no signature which would enable the Department to return them to the writers. They consist in the main of letters from one member of a family to another, or letters passing between intimate friends; and the signature may be, for example, "Mother," "Jack," "Your affectionate sister," or some equally indefinite appellation.

About 5½ per cent. of the whole number, or, in round numbers, 319,000, of all letters opened contained valuable inclosures, either of money, negotiable paper, postage-stamps, or miscellaneous papers and articles. The money inclosures alone amounted to over \$40,000, and those representing negotiable paper to over \$1,400,000. There were nearly 11,000 letters which contained lottery tickets, and nearly 200,000 contained pictures and papers of a character unfit for circulation. These were all destroyed.

Of the more than six and a half million pieces received about one-half a million were of foreign origin and were returned to the countries whence they came. One-fifth of a million were restored unopened to the owners; a million and a half were restored to the respective owners after they had been opened, the information necessary to such restoration having been ascertained from the con-

A large portion of failures to deliver chargeable to the public.

One-half of all undelivered letters not signed.

A million and a half of value in dead letters.

tents. Nearly 300,000 which contained inclosures were returned to the owners, and about three and three-quarters million pieces, on failure after every effort had been made to reach the owners, were destroyed. Parcels of merchandise unclaimed for two years are annually disposed of at auction. Last year there were offered nearly 39,000 such parcels, the proceeds amounting to \$2,766.53.

How to prevent mistakes.

If people who use the mails would only be careful to observe a few simple requirements, trifles in themselves, but in the aggregate of vast account, the force of the Dead Letter Office could soon be reduced one-third. All writers of letters may not care to place their names and addresses upon the corner of the envelope, but if they would do so there could be few undelivered letters. Cultivation of the habit of scanning the address of a letter after it has been written would prevent nine-tenths of the mistakes due to deficient or erroneous addresses. It is purely a matter of business habit, and the remedy is the simplest. There is no law or regulation which can require an affectionate sister to place her full name and address in a letter to her absent brother, but if mothers and sisters and brothers would in some corner of the paper do this, there would be a million and a half more letters restored to their owners every year.

Collection of curiosities.

That the mails are not used solely for the transmission of intelligence is proved by the curious collection of articles deposited in the museum of the Dead Letter Office. Ingots of gold, specimens of valuable ores, kid gloves from the wreck of the *Oregon*, imported colognes wrapped in dried herbs to conceal them from the customs officers, Indian pipes and tomahawks and a birch bark canoe, lava from the Modoc beds, cocoons of the silk-worm, agate from Lake Superior, reading cards for the blind, birds' eggs, cakes, fruits, medicines, knives, pistols, rings and watches, live bees, serpents, horned frogs, and centipedes are a few of the articles representing the varied assortment rapidly accumulating here.

THE MONEY-ORDER SYSTEM.

Increased number of money-orders.

The report of the Superintendent of the Money-Order System presents further evidence of the tendency shown in late years towards a decrease of the average amount of domestic money-orders, there being an increase of nearly a half a million in the number of orders issued, but a decrease of over \$700,000 in the amount of such orders. This is in con-

sonance with the true theory of the system, which is to provide a means of remitting small sums without interfering with vested banking interests. The postal notes show an increase of a little less than 2 per cent. in number and of over a half of 1 per cent. in amount. In the aggregate the amount of issues of money-orders amounted to nearly \$140,000,000, the same being an increase of 3.68 per cent. over the previous year.

The international money-order business exhibits an increase of over 34,000 in the number of orders issued and of nearly a million dollars in the amount thereof; of nearly 7,000 in the number of orders paid and of over \$350,000 in the amount thereof. These figures show, in contradistinction to the domestic business, an increase in the average amount of remittances from the United States to foreign countries, and an increase likewise in the average amount of the remittances from foreign countries to the United States.

There seems to be no diminution of the steady flow toward foreign countries of the savings of new citizens who find in our own land remunerative fields of labor. As shown in the report in question, it was necessary to liquidate balances abroad by reason of the excess of orders drawn in this country over those drawn upon us to the amount of \$8,353,561.50.

Sending their savings home.

The benefits of an interchange of money-orders with this country will be extended, by means of conventions, to the Republic of Chili and also to the Republic of Ecuador. These conventions await only the approval and ratification of the home governments before the business may be begun. Negotiations for a like purpose are in progress with the Republic of Salvador, Central America, and the British colonies of Trinidad and Tobago and of the Bahamas.

Money-orders to Chili and Ecuador.

EXPENSES OF OTHER DEPARTMENTS HEAPED ON THE POST-OFFICE DEPARTMENT.

Though the express companies, which oppose the introduction of the parcels post because it would take away from them the transportation of small packages, do not reach many of the interior places that most urge and need the parcels post, they seem to be ignorant of the large express business done for the Executive Departments through the mail. Bundles of trees 6 feet high and 6 feet around, bags of seeds, supplies for the Army, tons of documents packed in wooden cases that sometimes require three men to handle

Bulky matter in mails.

Free matter.

them, millions of blanks of the Census Office, are piled into the post-offices when they should be sent to the express offices. The reason for it is, that the Post-Office Department is compelled to carry free anything sent under a penalty frank, and penalty franks are used by all the Departments and their agents for the purpose of carrying everything they choose to send. It does not seem fair to be looking at a deficit in the Post-Office Department to see whether we can afford a reduction of letter postage to 1 cent when the deficit is wholly caused by conducting an express business for other branches of the Government.

Other Departments should pay their share of service.

In the discussion of this subject it is frequently said that it is only a matter of book-keeping; that the Government has finally to pay the bills. True enough; but each Department should be able to explain its operations and not be burdened with expenses not legitimately its own. The only thing the Post-Office Department gets for nothing is the service of the Department of Justice, but the other Departments bear no part of the postal expenses in return for all the postal service does for them free. Seventy per cent. of the work done by the Washington post-office yields no revenue. The Bureau of Engraving and Printing, connected with the Treasury Department, charges for every piece of work done for the Post-Office Department, but the Treasury Department places in the mails 161,000 pieces per annum of registered mail alone, not including a vast quantity of ordinary mail, to be carried all over the United States, for which the Post-Office Department gets no compensation whatever.

The postal service might be self-sustaining.

In view of the constantly increasing transportation of free matter in the mails I submit on another page a table showing its present magnitude, and ask for legislative action to put these charges against the Departments to which they belong. It will be seen that the Post-Office Department is *self-sustaining* when credited with all the work it performs.

FREE MATTER.

The matter mailed free of postage in a year after the ratio of the period above referred to may be classified as follows:

	Pounds.
1. Second-class matter in country of publication.....	30, 714, 135
2. Franked matter—books, pamphlets, reports, seeds, etc..	4, 279, 646
3. Matter mailed free of postage under penalty envelopes for the Executive Departments of the Government....	7, 160, 228
4. Supplies, packages, etc., mailed under penalty labels of the Executive Departments of the Government.....	27, 543, 016

If postage had been collected on the foregoing the following would be the resulting revenue:

What the postage would have been on free matter at public rates.

1. On 30,714,135 pounds of second-class matter, at 1 cent per pound (per papers in counties).....	\$307, 141.35
2. On 4,279,646 pounds of franked matter, at 1 cent for each 2 ounces, or 8 cents per pound, rate charged on third-class matter (franked matter, agricultural colleges, Congressional Record)	342, 371.68
3. On 7,160,228 pounds of first-class matter, at 2 cents for each $\frac{1}{16}$ of an ounce, the rate paid by the public for like kind of matter (letters, Department matter)	6, 026, 047.88
4. On 27,543,016 pounds of supplies, at 8 cents per pound, the rate charged on third-class matter (other Department matter)	2, 203, 441.28
Total free matter	8, 879, 002.19

Of the foregoing the free matter carried for the Executive Departments alone would amount to \$8,229,439.16; and if postage on supplies were charged at fourth-class rates, as charged the public, instead of third-class rates, an additional amount of \$2,203,441.28 would be due. The total official matter would, therefore, yield the Department \$10,432,930.44 annually. In connection with this showing the following deficiencies in postal revenue may be recorded:

1. Year ending June 30, 1890 (estimated in small part) .	\$5,786,300.40
2. Year ending June 30, 1891 (estimated)	4,928,033.55
3. Year ending June 30, 1892 (estimated)	3,590,862.43

APPOINTMENTS AND REMOVALS.

Of the number of postmasters of the first, second, and third classes (Presidential), whose commissions, "to have and to hold the said office for and during the term of four years from" (date of commission), there have been removed in the last two years, or in the last eight months of the term of your predecessor and of the sixteen months of this administration (the period covered by my former annual report and by this report)..... 710

Of these there were removed on inspectors' reports. 350
For incompetency and other causes, for the improvement of the service..... 360

Of this last number 219 had served four years or more.

The removals for the past year were..... 557

Of these there were removed on inspectors' reports..... 295

For incompetency and other causes, for the improvement of the service..... 262

Of this last number 174 had served four years or more

Three per cent. of the whole number of Presidential postmasters and 15 per cent. of the number changed during the past year were removed during the year irrespective of inspectors' reports or of four-year terms on the judgment of the Postmaster-General and by your sanction upon evidence of inefficiency, misconduct, neglect of duty, shortage of accounts, insufficient bonds, and for other causes.

**Fourth-class
removals.**

The conditions of appointments at fourth-class offices, as stated in the commissions, are "to hold the said office of postmaster, with all the powers, privileges, and emoluments to the same belonging, during the pleasure of the Postmaster-General of the United States."

At fourth-class offices the removals during 1889 were..... 7,700
The removals during 1890 were..... 6,012

The total number of removals for the two years was.... 13,712

By comparing the two tables it is seen that the total number of removals of all grades of postmasters during the last eight months * of the term of your predecessor, and of the sixteen months of this administration, or during the period covered by my two annual reports, is 14,442.

Of course these figures do not give all changes that have taken place in Presidential and fourth-class offices in the last two years. The Department is continually making appointments under circumstances which have been caused by deaths, resignations, expirations of terms, and by the requirements of inspectors' reports. The full number of appointments during the past two years may be itemized and tabulated as follows:

	In instances of death	1,226
	First appointments at new offices.....	7,197
	In places of others resigned	16,702
	In places of those who had served out terms	770
	At fourth-class offices which became Presidential*.....	435
	At Presidential offices on inspectors' reports recommending removals.....	350
	Total	26,680
	Removals at Presidential offices for various causes, for the improvement of the service (a large part of the incumbents had served four years).....	360
	In fourth-class offices, where there are no terms (some of these were removed on inspectors' reports).....	13,712
	Total	14,072
	Grand total.....	40,752

* The number was 585. Almost all the appointments had been made in previous years.

The full record of appointments for the past year, itemized and tabulated as above, is as follows :

In instances of death	673	
First appointments at new offices	4, 427	
In places of others resigned	8, 339	Appointments during the past year.
In places of those who had served out terms	580	
At fourth-class offices which became Presidential*	134	
At Presidential offices on inspectors' reports recommending removals	295	
Total	14, 448	
Removals at Presidential offices for various causes, for the improvement of the service (of these all but eighty-eight had served four years and over)	262	
At fourth-class offices where there are no terms	6, 012	
Total	6, 274	
Grand total	20, 722	

The following table gives the number of appointments at all classes of offices for each particular cause, for each of the last two years and for the year ending June 30, 1886, the period in the administration of your predecessor corresponding to the past year of this administration :

Appointments.	June 30, 1889.	June 30, 1890.	In- crease.	De- crease.	June 30, 1886.	
On resignation, Pre-idential	198	253	55		658	Appointments for last two years and for 1886.
On expiration of term	190	580	390			
On offices becoming Presidential* ..	301	134		167		
On resignation, fourth class	8, 165	8, 086		79	8, 454	
	8, 854	9, 053	455	246	9, 112	
On removals, Presidential, inspect- or's report	55	295	240			
On removals, Presidential	98	262	164		243	
On removals, fourth class, inspect- or's report	179	161		18		
On removals, fourth class	7, 621	5, 851		1, 670	9, 322	
	7, 623	6, 569	404	1, 688	9, 566	
On deaths, Presidential	45	31		14	20	
On deaths, fourth class	508	642	134		567	
	553	673	134	14	587	
On establishment of post-offices	2, 770	4, 427	1, 657		3, 482	
Total	20, 030	20, 722	2, 640	1, 948	22, 747	

* The phrase "offices which became Presidential" means that when the revenues of the offices increase to the amount fixed by law to constitute them offices of the first, second, and third class, then the appointments are transferred from the Post-master-General to the President, who nominates candidates to the Senate for confirmation. In nine cases out of ten the President appoints the incumbent who has served while the office was fourth class.

Congressmen
elected by the
people speak for
them in the De-
partment.

In cases of appointments and removals the Department is obliged to depend (and is fortunate, as at present constituted, in being able to depend) upon the advice of Congressmen of both political parties. The appropriation for the inspector force is not large enough to permit anything more general than an examination of misdemeanors, cases of shortages, violations of the postal laws, frauds on the public, etc.; nor was it found possible during the past session to secure the authority of Congress to divide the country into postal districts, so that the offices might be examined by postal experts located in the regions with which they are most familiar, and so that, in the matter of appointments and removals as well as in the re-arrangement of routes and schedules and the general improvement of the service, the Congressmen might be relieved, in part at least, of the examination of cases which are often crowded upon them against their desire. The Department, being without this extra inspection force, is too busy to seek or to suggest where changes of postmasters may be made for the improvement of the service, and a large proportion of persons or communities are not interested to suggest changes. But the people generally expect, though they take no personal interest in the matter, that the postmaster will be changed with the change of administration. Hence the anticipated changes, though insignificant enough, are also numerous enough. Thousands of fourth-class offices do not earn \$50 a year apiece. In thousands of cases present incumbents are eager to be relieved of their offices, and it is only with the greatest difficulty that new candidates can be found to take them. In hundreds of cases persons of the opposite party are appointed or re-appointed by all administrations. In hundreds of cases changes are made simply to secure more convenient locations for post-offices. In hundreds of cases, again, it is considered politics, by members of the party which has lately been defeated, to discourage resignations until removals are made, so that the total of removals can appear in partisan journals as excessive.

As the condition of affairs now is, the Postmaster-General or the First Assistant only happens to stumble across the cases which require action. The Department neither asks for resignations nor authorizes any person or persons to ask for them; for, when it is clear that a change ought to be made, the President or the Postmaster-General has the power to make the required removal without indirection. I am able to recall perhaps ten cases, however, in the sixteen months of my incumbency where postmasters whose

habits have become such as to disgrace the service and whose friends interfered to prevent removals, have been notified in order that the publication of these disagreeable facts might be avoided, that they might resign if they preferred to do so.

It has been difficult in many cases where removals have been demanded to secure for the accused postmaster the treatment which should seem entirely fair to him. It is true that your instructions, issued to this Department in March, 1889, that no postmaster should be reported upon by an inspector who did not also have the chance to be heard in his own defense, were never to my knowledge disobeyed; and it is true that my additional precaution expressed in a letter* of explicit instructions, issued in January, 1890, by the chief post-office inspector to his various inspectors in charge, was never to my knowledge disobeyed; for I would not hesitate a moment to remove an inspector, any more than I would any other postal official or employé over whom I have jurisdiction, who disregards your instructions or mine, especially if, as might be the fact in this instance, he were to assume any attitude that might suggest the star chamber. It is hard to realize, however, how difficult it is, even for the experienced

Accused postmasters get a fair hearing.

*The following is a copy of the letter:

POST-OFFICE DEPARTMENT,
OFFICE OF THE CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., January 24, 1890.

SIR: In nearly all cases, particularly those involving charges against postmasters, it is deemed by the Department that an opportunity should be afforded postmasters to make answer to charges which have been preferred against them. The Constitution of the United States guarantees to every citizen the right to be heard in his own behalf. This well-settled principle permeates all existing laws of this country, under which all persons are afforded opportunity to defend themselves against charges brought against them. Therefore, in cases where the character or conduct, official or private, of any postmaster is made the subject of an investigation, the inspector will, after properly investigating the same, acquaint the postmaster of the character of complaints or charges, without revealing the source of his information, and afford him an opportunity to be heard in his own behalf. In rendering this report upon the investigation, the inspector should state that the postmaster, or accused, has had an opportunity to be heard, recording therein the answer or defense of the accused. This letter of instruction is to give you in a general way the desire of the Department in the matter of treating postmasters where charges have been filed against them. I am aware that occasionally a case comes up where it would be inexpedient to acquaint the postmaster with the facts ascertained by an inspector. These cases, however, in my opinion, are very rare. You are not expected to pass on the political aspects of any of the cases or candidates, unless specifically requested to do so. You will instruct inspectors under your direction in accordance with the foregoing.

Letter to Inspectors.

Very respectfully,

E. G. RATHBONE,
Chief Inspector.

The INSPECTORS IN CHARGE.

inspector, to resist the temptation to find in the insulting disloyalty of ill-natured partisans sufficient cause for removal. I have myself been much criticised by fair-minded persons because removals for these offenses against decency have not been made, and I realize how hard it is for an inspector not to make mistakes. But it is a proud thing for the inspector force that in nearly every instance where the accuracy of the inspector's report has been called in question this sworn official of the Government has been vindicated by the subsequent investigation.

Inspectors' reports confidential.

It was once thought a delicate question, owing to the private nature of much of the information contained in inspectors' reports and other confidential papers, whether these reports and papers should be accessible to persons more or less interested in special cases. I do not agree with your predecessor that these papers should be denied to a committee of the Senate; for, as I am informed, a request of this nature from a committee of the Senate was once denied by him. The Senate has a constitutional right to inquire about appointments. An investigating committee of the House deserves, as I beg to submit, a similar courtesy. The same would be true of a court of law. Perhaps it might be said to be the right, rather than the privilege, of the court of law to have the papers. Beyond this category of Senators and Members, however, the confidential papers must not go. Rather must the Department, if necessary, suffer the odium of appearing to remove a person without cause. The confidential reasons which compel the Department to act must not be disclosed, first, because communities might in some instances be involved in strife and bitterness, and families might be subjected to disgrace and ruin. The removed person, either unaware of the full extent of the known information about himself, or else fully aware that no public use could in decency be made of it, often does not hesitate to talk or write about his so-called wrongs. If the truth were known, he would be the one most to suffer; and yet, no matter how one-sided or bitter his attacks may be, the Department can do nothing except wait for fair public scrutiny and hope for honest public treatment.

The postmaster in a small town is a candidate for re-appointment. The community in which he lives believes in civil-service reform, without quite knowing all that the words mean. Good citizens demand that the public service shall not be outraged by the appointment of any mere self-seeker or political "striker." The Department knows that

the candidate for re-appointment has not accounted promptly, possibly without fraudulent intent, for public money, or is a victim, say, of the opium habit. It will not re-appoint him. A cry is raised that the public service is prostituted to partisan ends. There are similar cases in large post-offices in which the postmaster similarly does his duty without fear. A letter-carrier in uniform goes into a brothel, becomes intoxicated, and disgraces his wife and daughters. He is removed. The same cry is raised that every right of citizenship is outraged.

The necessities of the secret service (which the Department can not do without), and the rights of good citizens who feel impelled to communicate disagreeable information, as well as all the dictates of charity, support me in this impregnable position. I apologize for this excursion into a question that is so well settled, but many of the honest, the thoughtful, and the friendly desire to be informed of these things. Your administration is to be congratulated that its long list of appointments will bear the closest examination.

CIVIL SERVICE OF THE POST-OFFICE DEPARTMENT.

A year's experience confirms me in the judgment formed twelve months ago that the civil-service system, as applied to the rosters of the Post-Office Department, is susceptible of improvement. The examinations for the inspector force and for the Railway Mail Service ought to be made more difficult, so that the candidates for places will better stand the test of actual work. The practice of the Department shows that the inspector force, for example, is more efficient as a whole if eligibles who have seen public service are selected instead of those who have simply been examined. This means either that the examinations are not thorough enough or that examinations never can result in the selection of the proper proportion of efficient inspectors—a thing which I do not believe. It is estimated by the railway mail office that the proportion of railway mail eligibles who fail to fill the requirements of that exacting employment is a quarter or a third of all those examined. This means either that the examinations are not thorough enough or that it is impossible suitably to examine candidates for the Railway Mail Service—a thing which is certainly not true. The railway postal clerk can not be most efficient unless he has physical endurance. The inspector can not be most capable unless he is full of resources and alertness. Perhaps these observations seem trivial, but, if I

Examinations for Railway Mail Service and inspectors should be more difficult.

One-fourth or one-third of all examined fail to give satisfaction.

may be permitted to make the statement, it is just in proportion as the examination system (which intends to be a merit system) provides candidates who succeed not only in holding their places, but in adding to the efficiency of the public service, that the reform can hope to gather momentum.

Certain plan of
promotion need-
ed.

I wish that some scheme might be devised by which the departmental force, and all parts and branches of the postal service, classified or to be classified, might be encouraged into new exertions by some just, general, and certain plan of promotions. This would perhaps involve the retirement at a certain age of Government employes who have been efficient in the past, and would possibly involve, too, the payment to them of a stated sum, or of smaller sums for stated periods. But scores of places in the Departments, and in the large post-offices, as I doubt not, are to-day filled with superannuated clerks who fail to do the work which the Department is required by Congress and the public to expect of them, and also prevent those from taking their places who would be glad to do all of the work well. It would seem as if we might either heartlessly remove these useless Government employes or else confess that we really have a civil pension roll. In any occupation it is the man who is looking for better work to do and for better pay for doing it that deserves the better work and the better pay; and I am certain that the efficiency of the whole postal force would be increased beyond all calculation if there could exist, in it and all through it, a continual upward movement, a regular and certain retirement in some just and humane way, and a consequent influx of the young, the strong, and the ambitious. Promotions in the service, like original appointments to it, ought always to be for the honesty, the capacity, and the loyalty of the service; and while it is often hard, though often necessary, to decide whether original appointments ought to be made for these purposes, it is never a question that the more frequently these deserved promotions occur the more these desired objects are obtained.

The cause of civil-service reform has been most in danger since the beginning of your administration, so far, at least, as the Post-Office Department is concerned, from its over zealous but short-sighted friends. It is dishonest to talk about violations of the civil-service law when the district attorneys are not appealed to to prosecute the supposed offenders. It is equally dishonest to pretend to be

friendly to the spirit of the reform, which, as I understand, is nothing more nor less than a steady effort, under the laws of reason and human nature, to improve the public service, and not suggest means by which the regulations, under which the instruments of the reform operate, may possibly be improved.

It is not truth and will not stand the test of time, to declare persistently, and in the face of the known facts, that forty thousand changes of postmasters, two-thirds of which are not to be avoided and all of which the present administration of the Post-Office Department does not shirk the responsibility for, are equivalent to forty thousand removals of postmasters; and this is true whatever the ideas of particular persons may be as to the necessity, or the value of political parties. Nor is it truth—and it will not stand the test of time—to reiterate over and over again, that the Railway Mail Service, which had been made the most effective body of civil servants in the United States under an old established merit system of its own, was basely prostituted to partisan ends, when this administration of the Post-Office Department was busying itself with putting back these trusty and tried men in the places of persons whose room was more valuable than their bungling assistance, and with waiting for the tardy certification of eligibles.

I think it would be impossible to find an appointing officer who has not been glad to take advantage of stringent examinations to keep away the mere political place-seekers. They used to be provided; they would surely be provided in all the Departments if they were lacking.

THE NUMBER OF POST-OFFICES.

The number of post-offices of each class at the close of the fiscal year 30th of June, 1890, with comparisons, was :

Class.	1890.	1889.	1872.
First	102	97	.....
Second	517	497	1,200
Third	2,119	2,090	.....
Fourth	59,663	56,315	30,663
Total	62,401	58,999	31,863

The number of new offices established in 1890 was..... 4,236

The number of new offices established in 1889 was..... 2,770

The net increase in the number of offices, after taking into account all the offices discontinued, was 3,905, a con- Large increase in number of offices.

siderably larger number than ever before in the history of the service, the next largest being immediately after the close of the war (1866), when the net increase was 3,278.

The number of offices enlarged to free-delivery offices in 1890 was.	53
The number of offices enlarged to free-delivery offices in 1889 was.	43
The number of substations and stamp agencies established in 1890, was	364
The number of substations and stamp agencies established in 1889 was	84

FREE DELIVERY EXPERIMENTS.

Village free delivery.

Congress, by joint resolution late in the session, gave authority to the Postmaster-General to use \$10,000 of the annual appropriation for the free delivery for the purpose of ascertaining in a practical way the feasibility and cost of extending the free delivery to small towns and rural districts. Applications are now being received from various communities for the benefits of the free delivery. The experiment will be made in as many places as the appropriation will warrant. In villages one plan is to allow to the postmaster sufficient money to pay for the service of a man or boy for one or two hours per day, as the case may require. Those who prefer to go in person to the post-office will do so as hitherto, but those who can not get a daily paper because they can not go to the post-office every day for it, can have it delivered at their doors if they live, say, within a radius of two miles. In thinly settled rural districts it has been proposed to ask the school teachers to distribute the mails to pupils authorized by parents and neighbors to receive them. No doubt a dozen different devices can be tried.

TO SAVE THE TIME OF CARRIERS.

House letter-boxes.

It is estimated that a quarter of the time of a letter-carrier is spent waiting for answers to door bells. With a view of providing means to save time and hasten deliveries inquiry has been made for a small, safe, and inexpensive letter-box to be recommended for general adoption. A commission of five of the leading postmasters of the United States was appointed and an advertisement issued calling upon inventors to submit models and devices with estimates of the cost of the same. Five hundred and sixty-four models and designs were submitted. Sixty-five gentlemen appeared before the commission at its meeting in Octo-

ber to explain models and make suggestions. The report of the commission appears in full in the appendix.

It does not appear that among all the boxes presented and examined there was one of sufficient merit to justify its recommendation for general use; but three models were selected and the proposition made to combine in one projected box the advantages of each, if it should be possible to bring about such a result; and if it should be possible to find some way not only to deliver the mail quickly, but to collect it at each house, it would prove to be a great convenience and work a great change in the postal system. If letters can be mailed without going outside of one's house, the revenue would be largely increased and the safety of the mail greatly enhanced.

Combination of
three models
suggested.

POSTAL DISTRICTS AND SUPERVISORS.

The recommendations in my last annual report to help the Department to come into closer relations with the post-offices met with the approval of the Committee on the Post-Office and Post-Roads of the House, who reported favorably a bill to establish twenty-six postal districts. The Committee of the Senate on the Post-Office and Post-Roads concluded to recommend in preference an enlargement of the inspecting force, and the Senate appropriated \$50,000 for this purpose. The House did not concur in this increased appropriation, and nothing has therefore been accomplished.

It seems unfortunate that 50,000 of the 62,400 post-offices are without any supervision beyond the formal reports of the postmasters. Important offices have not seen an inspector for five years. The Inspecting Division is always several months behind its work for lack of men to cover the field. The particular work of the inspector is the investigation of accounts, frauds, and violations of statutes. In later years schemes to defraud by the use of the mails have greatly multiplied, and the Department has been hard pressed in its efforts to protect the public.

Better super-
vision needed
over post-offices.

The special work of improving and grading the offices, training new men, explaining postal laws, and reorganizing systems of business at offices has from sheer necessity been wholly left undone. If it is thought best to provide for this important work as a branch of the Inspecting Division I will use my best endeavors to make it successful, but I believe the appropriation of even \$70,000 to be used in the discretion of the Postmaster-General in the general supervision of all the offices would enable him to select from

the center of a given district the most successful postmaster, whose assistance to the offices immediately surrounding would be returned five times over in great improvements to the service and consequent increases of the revenue. By using the postmasters as supervisors no increase of Federal appointments is required. One year's trial of such a system of supervision would, in my judgment, actually reduce the number of persons employed in some branches of the service.

Fourth Assistant Postmaster-General recommended.

I beg to draw attention to my letter to the Committee on this subject in the appendix; and in connection with this I renew my urgent recommendation for another Assistant Postmaster-General to take up several branches of the service needing closer attention than the present organization permits.

EXPERTS AND IMPROVED BOOK-KEEPING.

Better accounting needed.

The accounting system of the Post-Office Department needs revision. It is not uniform for the large offices, and it is not improbable that it might be much improved for the smaller ones. No well-conducted business establishment would allow its agent at New York to keep his accounts according to one plan and his agent at Chicago, transacting precisely the same business, to keep them on another plan. It is just this state of affairs which has made much confusion in the postal system, so that it has happened that when it became necessary for an inspector, or for a body of inspectors or a commission, to visit and examine the financial affairs of any of the larger offices, its system of accounts had first to be learned, necessitating a considerable loss of time; and if the same officers, as frequently has happened, were then to proceed to some other large post-office for the same purpose, a like task was set before them. The same is true of most of the great city post-offices.

Commission on accountants work.

I therefore had the honor during the last session of Congress to request authority to expend from the appropriation for post-office inspectors \$5,000, or so much of that amount as might be necessary, in the employment of expert accountants to prepare and submit a plan for a uniform and more complete system of keeping accounts in the Department and at post-offices of the first, second, and third classes, so as to insure greater accuracy and to lead to more speedy settlements. This authority was granted in the annual appropriation bill, and I appointed a commission, consisting of Henry S. Adams, cashier of the post-office at Boston, James Warrington, consulting and expert acco

ant of Philadelphia, and James Yalden, consulting and expert accountant of New York, with Mr. Adams as chairman, to undertake the task outlined. The members of this commission were instructed to familiarize themselves with the departmental system at Washington and in the office of the Sixth Auditor, and then to visit a reasonable number of post-offices in each of the three higher classes, so that they might be acquainted practically with the conduct of the financial affairs of such offices.

For the sake of economizing as much as possible the fund at the disposal of the Department, it was stipulated that unless otherwise ordered the duties of the commissioners should not extend beyond two months; and postmasters and all officials of the postal service were required to extend to them every assistance. I have great confidence in the ability of the members of this commission to evolve something which will be of lasting benefit to the fiscal system of the postal administration. I believe that the practical experience in postal affairs of Mr. Adams, joined with the professional and general business training of the other two gentlemen will bring to the service a simpler, safer, and more complete mode of accounts, free from unnecessary complications.

A POSTAL MUSEUM.

Steps were taken in March of the current year to establish in Washington a museum that should represent the progress of our postal system from its inception, and should illustrate the work of the United States postal service, as well as that of foreign countries. A general notice was given to all postmasters and postal employes to make search through their offices and to send to the Department whatever they might find that would be desirable for exhibit in such a museum. They were also requested to endeavor to interest their patrons in the subject and transmit to the Department all articles which might be donated for the purpose in view. At the same time a letter was sent to each of the leading postal administrations in the world, inviting attention to the work undertaken, bespeaking their interest, and suggesting contributions such as would convey to visitors some idea of the postal work of foreign nations. The responses have been very liberal. There is at present scarcely room or force adequate to arrange and classify properly for exhibition the contributions received, but the room will be supplied before long upon the completion of a new building rented by the Department for the Sixth Auditor. This will vacate some of the rooms in the

Liberal contributions.

main building. I have felt more than warranted in asking from Congress an appropriation of \$1,000 for miscellaneous expenditures on account of this museum, and of \$1,200 for a competent man to put in charge of it. The material on hand, together with that already accumulated in the museum of the Dead-Letter Office, will amply repay the expenditure in point of interest and utility.

POSTAL GUIDE AND LIBRARY.

Guide should
not contain ad-
vertisements.

The Department ought not to obtain its official publication at small cost by permitting publishers to recoup themselves by inserting advertisements, some of which are excluded by leading magazines and newspapers; and for this reason I have asked for an appropriation of \$29,000, instead of \$18,200, in order to obtain a creditable and dignified Postal Guide, free from all matter except such as will be useful to the public and to those who do the practical work of the postal service.

Library should
be improved.

The Department library has been one more in name than in reality. It has been little more than a repository for accumulations of public documents and reports. I have asked in the annual estimates for an appropriation of \$1,000 for the purchase of books, and of \$1,000 for the pay of a librarian. The information and benefits to be derived by the army of postal employes, from a collection of standard books of reference on postal subjects, will fully justify this expenditure.

PNEUMATIC TUBES.

Between 50 and 60 miles of pneumatic tubes are buried in the streets of Berlin, connecting the substations with the main post-office. Similar use of pneumatic tubes is made to a lesser degree in Paris and in London. The rapidity with which a letter goes from one side to the other of a city as large as Berlin is a wonder even to an American. Two gentlemen, at different times, one of them an expert, at the request of the Department, visited the large postal centers of the world to study the pneumatic system. Their reports are not yet ready for publication; but it is hoped that the way may be clear to connect the Executive Departments and the Senate and House of Representatives with the Washington city post-office as the first experiment in this direction, and that the system may then be extended to the substations and post-offices of large cities. I should especially like to see a pneumatic system working perfectly in

Chicago by the time the World's Fair is in progress, so that the postal exhibit there would really show this high development of the service.

THE PAY OF THE RAILROADS.

The rate of compensation to railroads for mail transportation was established in 1873. In July, 1876, it was reduced 10 per cent., and in June, 1878, it was further reduced 5 per cent. In the matter of extra compensation for the use of R. P. O. cars, no reduction has taken place since March, 1873, though concessions have been made by the companies in the matter of space. In the past twelve years no reduction of rates has taken place, though the freight rates upon all railroads have been steadily lowered. During this period the weight of the mails has largely increased. It is quite reasonable to say that the reduction in freight rates generally between 1878 and 1890 is not less than 20 per cent., and in many instances it is much more. The largest expenditure of the Department is for transportation. The estimates just sent to the Treasury for the next fiscal year cover \$22,610,128.31 for railroad transportation alone. A reference of this subject to the Committees on the Post-Office and Post-Roads of the Senate and the House of Representatives for some form of inquiry and report is respectfully suggested.

Inquiry should be made as to rates.

NEEDED PUBLIC BUILDINGS.

Soon after Congress convened the Committee on Public Buildings took up the question of a new building for the city of Washington and finally passed a bill to erect a building at Pennsylvania avenue and Ninth street. The structure proposed was so palpably inadequate that I felt impelled to appear before the Senate committee and argue the case (as per statement in Appendix E), and succeeded in convincing that committee that it was best to abandon the plan contemplated in the House bill.

On the 25th of June, 1890, Congress authorized the acquisition of square 323, bounded by Pennsylvania avenue, C street, and Eleventh and Twelfth streets. The act appropriated sufficient money for the purchase of the ground without naming any sum. It also limited the cost of the city post-office building to \$800,000 without making any appropriation. On the 30th of August, 1890, in the sundry civil bill the limit of the cost of the building was increased to \$1,900,000, and \$250,000 was appropriated to begin the work, it being stipulated that the structure should be

Eight-story building unsuitable.

eight stories high. I do not hesitate to say that an eight-story building for post-office purposes will be the ruin of the health of the hundreds of men who must labor in the darkness and bad air of a ground floor with seven stories piled above their heads, and that the cost of such a building is a great waste of the public funds. If the new edifice is to be an omnibus building, to be used by the various departments as tenants, the whole structure should be built for that purpose. The post-office building of the city of New York is a fair example of the folly of such a structure. There the postal clerks, though there are streets on all sides, exist as if confined in a dark, unhealthy prison.

Ground floor
for Post Office
work.

The work of a post-office to be convenient to the people must be done on the ground floor. If located in a large city where the mail is large and the clerks are many, it should not be over one high story, with portions perhaps of two stories for certain offices of accounts and for the sake of architectural appearance. Abundant light from the roof and good air will quicken every movement of the mails and the saving in top stories, elevators, boilers, etc., will doubly compensate for the increased cost of the ground area.

It is not too late to amend this bad plan and adapt the new Washington structure to the use of the increasingly overcrowded Post-Office Department, massing under one roof the Sixth Auditor of the Treasury, the money-order office, the mail-bag works, the supply division, and the topographical office, all now occupying separate buildings, the rent of which, with the additional outlays for wagon service, elevators, porters, and watchmen would pay a good interest on the entire cost of the proposed new building. Settle the city post-office in a low, light, large, separate inexpensive building, as a wing of the Post-Office Department, and by continuity get the benefit of the supervision of the Department officials, who could develop at least one nearly perfect post-office as an example for all others. The building of an eight-story block at an expense of not less than \$2,500,000 for city post-office purposes is altogether unnecessary. Counting the rental at 10 per cent., the rate common in Washington for large buildings, the enormous sum of \$250,000 per annum would be a fair rental. The rate paid for the building now in use by the city post-office is \$8,000. Proper permanent accommodations for the post-office alone could be provided for the sum of \$250,000, a single year's rental as above stated. Ample and well located quarters can be rented for the city post-office at \$15,000 per annum in a new building about to be erected. Our present lease expires on the first of

July next, and the probability of the elapse of four or five years before a new stone building could be completed, will make it necessary to move at least temporarily to some new place.

I recommend the modification of the present project in these respects. Let the Post-Office Department take the structure proposed at the corner of Pennsylvania avenue and Eleventh street, locate the city post-office on adjoining property as a part of the postal enlargement, and use the present Post-Office Department building for the Interior and other Departments now using rented buildings. Or, as an alternative, change the plan to a much less expensive structure especially adapted to post-office purposes. I urge that the Secretary of the Treasury and the Postmaster-General be a commission to secure the ground and erect a twin building for the use of the Department and the city post-office at a cost not to exceed the sum already appropriated, exclusive of the cost of the ground.

Change of
plans recom-
mended.

NEW BUILDINGS TEN FOR ONE.

Looking backward five years at the style and cost of the new buildings throughout the country completed or going up for post-offices, I am satisfied that nine more creditable and all-sufficient buildings could in many instances have been erected at other points equally entitled to them for the cost of one of the granite and iron structures that in many respects are out of all correspondence with the town and the affairs to be transacted. To move out of a \$600 rented room, safe and ample for the postal business, into a \$100,000 building, where the janitor alone gets more salary than the whole of the rent in the former place, can not be justified on any business principles. The postal service does not need any such expenditures. A one-story structure is all that is required in three cases out of four. Of course due regard must be paid to the size of the town and the location in which the building is to be erected, as well as to architectural features conformable to the dignity of the Government; but to waste money on numerous stories, with towers and turrets for dignity alone, is not in accord with the American idea of utility and taste.

Greater econ-
omy in build-
ings.

I have favored and urged the bills now pending in Congress to regulate appropriations for post-office buildings according to the gross receipts of the offices, somewhat as follows: Taking the gross revenues for two successive years, with \$25,000 receipts, a \$25,000 building; with \$20,000

receipts, a \$20,000 building; with receipts of over \$5,000 and up to \$15,000, a \$10,000 building. If Congress were to provide \$1,000,000 to be spent under the direction of the Supervising Architect and the Postmaster-General, between seventy and eighty proper buildings could be erected; whereas under the present system the Government will only get from ten to fifteen. I recommend most earnestly the passage of the bill No. 176, House of Representatives, presented by Mr. Blount of Georgia.

A NEW POST-OFFICE BUILDING FOR NEW YORK CITY.

New York
building inade-
quate.

The relation of the New York post-office to the postal system is not unlike that of the clearing-house to the New York banks. Its operations affect in some degree almost every other office. Lack of space or working force is felt throughout the service. The applications of the postmaster at New York for clerks and carriers were necessarily very large during the last year, but they have been granted, after careful investigation, in almost every instance. Over \$200,000 has been added to the pay-roll of the clerical force in twenty months, which is a much larger amount than was ever granted before in a corresponding period. But however much the Department tries, it can not overcome fixed physical conditions. It is useless to expedite trains and lose the gains at an overcrowded post-office. The fleet ocean steamers might as well be a day late, so far as the mails are concerned, if their immense bulk of incoming matter is to be piled up in the New York office until space can be cleared for it. The post-office building is totally inadequate. The men can not be managed either economically or with the greatest speed. Of this I became convinced by personal examination over a year ago, and publicly and privately have advocated better quarters.

New York is the metropolis. It is also the great center for the dispatch and distribution of outgoing and incoming foreign mails. Any delay or stoppage here is almost a national inconvenience. The necessity for more room for the every-day work of the postal service, without reference to the rush and hurry of extra-busy seasons or extra emergencies when foreign steamers arrive together, is clearly apparent. The newspapers understand this very well. So do the business men and the citizens who stop to think about it. There is no question but that the Government ought to provide a proper building. A new location does not by any means necessitate a withdrawal of first-class postal

conveniences from the present neighborhood. In fact, it must not. A large substation near the great newspaper offices will always be a necessity; and it must be perfectly equipped and commodious.

The Treasury Department and the citizens, as is well known, settle all questions of location. The Post-Office Department has no other relation to a public building than that of tenant. Therefore, I do not desire to offer any opinion except to say that the money appropriated should be largely spent for ground, and not for an eight or ten story building. If the cost of the unnecessary upper stories could be put into additional ground to be covered by a structure of one high story and gallery, with three stories along the front for offices, it would be the ideal building.

There is also this to be said: if the new structure were close to a railroad station, so that mail cars could be run upon covered sidings, much time and expense would be saved; it is a clear loss of money and time to haul mails from one end of a city to the other, or from one side to another, only to carry them back again over the same territory. Time is always economized if stations are located near the railroads. The post-office and the stations should be connected either by pneumatic tubes or by means of electric underground cars. A special corps of carriers should make half-hourly deliveries in the mercantile parts of cities as large as New York, Chicago, or Boston.

Might be close
to railroad sta-
tion.

The gross receipts of the New York office for the year ended June 30, 1890, were over \$6,000,000; the total expenditure during the same period was two millions and a half; and while it is true that this income and this expenditure were not entirely due to local causes it is nevertheless certain that the New York office would earn enough money during the time while the new building would be in process of construction easily to pay for the structure. The congestion already set in at the metropolis will each year cripple more and more the postal service of the United States. That fact is clearly to be foreseen by the following table, which shows the increase of business at the New York office for five years past and the estimated increase for five years to come:

P M G 90—4

REPORT OF THE POSTMASTER-GENERAL.

Period.	Gross revenue.		Matter handled by carriers (collections and deliveries).		Expenditure for clerks.		Carrier force.	
	Amount.	Increase.	Number of pieces.	Increase.	Amount.	Increase.	Number.	Increase.
FAST FIVE YEARS.								
Year ending June 30—								
1885.....	\$4,340,128.26	Pr. ct.	324,656,328	Pr. ct.	\$833,652.05	Pr. ct.	628	Pr. ct.
1886.....	4,416,847.58	1.5	336,878,429	3.8	854,521.03	8.7	703	10.8
1887.....	4,753,515.93	7.6	355,325,391	5.5	951,564.46	10.0	748	6.4
1888.....	4,921,366.06	8.5	355,672,049	0.09	965,053.53	1.4	768	2.7
1889.....	5,430,170.84	10.3	396,601,575	12.3	1,025,268.98	6.2	1,090	41.9
1890.....	6,026,927.76	11.0	443,651,786	12.3	1,113,220.43	8.6	1,103	1.2
COMING FIVE YEARS.*								
Year ending June 30—								
1891.....	6,436,758.85	6.8	479,160,107	6.8	1,180,013.66	6.0	1,247	12.5
1892.....	6,874,458.45	6.8	511,742,994	6.8	1,250,814.47	6.0	1,403	12.5
1893.....	7,342,121.62	6.8	546,541,517	6.8	1,325,863.34	6.0	1,578	12.5
1894.....	7,841,385.89	6.8	583,766,340	6.8	1,405,415.14	6.0	1,775	12.5
1895.....	8,374,600.13	6.8	623,398,371	6.8	1,489,740.05	6.0	1,997	12.5

* NOTE.—The rate of increase estimated for the five years from 1891 to 1895 is the average rate of increase on each branch of the statistics for the previous five years.

THE COUNT AND WEIGHT OF MAIL.

Complete data collected.

For important statistical purposes the Department has been at a loss for reliable data as to the number of pieces and weight of matter passing through the mails and the amount of revenue derived from each of the several classes of matter. For reasons involving the quickest possible dispatch of the mails it is impracticable to take a continuous account of matter mailed. But a count of mail-matter was ordered at all post-offices in the country for the seven consecutive days beginning at 6 o'clock a. m. on the 5th of May, and ending at 6 o'clock a. m. on the 12th of May. The blank forms provided called for separate information on 33 distinctive items. The instructions enjoined the utmost care upon the postmasters in making accurate reports. The week selected was believed to be a fairly average period upon which to estimate the total business for the year. The returns were carefully compiled by a special clerical force detailed from the various bureaus of the Department. The results of the work, which was one of no small magnitude, will be found in the following tabular statement.

Statement of matter sent through the mails during the fiscal year ending June 30, 1890, as estimated upon the basis of an actual count at all the post-offices, for the seven days beginning at 6 o'clock a. m., on Monday, May 5, and ending at 6 o'clock a. m., on Monday, May 12, 1890.

	No. of pieces.	Weight.	Amount of postage.	Average weight per piece	Average amount of postage per piece.
DOMESTIC FIRST-CLASS MATTER.					
1. Letters mailed to other post-offices (postage 2 cents an ounce or fraction thereof)	1,661,482,742	<i>Pounds.</i> 87,872,584	432,516,625.53	<i>Ozs.</i> .88	<i>Ots.</i> 2 Items of mail matter.
2. Drop-letters for local delivery (postage 2 cents an ounce or fraction thereof)	258,681,155	5,482,946	5,238,650.42	.33	2
3. Wrapped parcels, sealed, mailed to other post-offices (postage 2 cents an ounce or fraction thereof)	4,978,096	582,371	196,076.17	1.8	3.0
4. Wrapped parcels, sealed, for local delivery (postage 2 cents an ounce or fraction thereof)	253,939	45,730	16,844.43	2.8	6.6
5. Drop-letters at 1 cent an ounce....	34,533,905	820,335	347,388.51	.88	1
6. Wrapped parcels for local delivery at 1 cent an ounce.....	534,828	61,679	12,589.38	1.8	2.3
7. Postal cards mailed to other post-offices	322,196,513	1,711,350	3,223,102.63	.065	1
8. Postal cards deposited for local delivery	107,878,837	570,450	1,073,788.37	.035	1
Total first-class matter	2,289,950,015	47,147,445	42,724,652.44	.33	1.9
SECOND-CLASS MATTER (PREPAID).					
1. Mailed by publishers and news agents (postage 1 cent a pound)	711,915,450	174,046,764	1,740,467.64	3.9	.24
2. Newspapers, other than weeklies, and periodicals not exceeding two ounces in weight (postage, 1 cent for each copy)	7,973,123	975,200	92,638.29	1.9	1.1
3. Periodicals weighing over two ounces (postage 2 cents each)	1,573,332	304,436	38,899.76	2	2.5
Total second-class matter	721,461,905	175,326,490	1,873,005.69	3.88	.25
Transient newspapers and periodicals prepaid with postage stamps affixed (postage, 1 cent for each four ounces or fraction thereof) ..	54,966,610	11,717,160	889,507.39	3.88	1.5
THIRD-CLASS MATTER.					
1. Mailed to other post-offices.	416,187,090	40,388,611	5,792,418.05	1.6	1.4
2. Deposited for local delivery	60,787,576	3,228,270	669,434.48	.84	1.1
Total third-class matter	476,974,675	43,611,881	6,461,852.53	1.46	1.35

REPORT OF THE POSTMASTER-GENERAL.

*Statement of matter sent through the mails during the fiscal year ending
June 30, 1890, etc.—Continued.*

	No. of pieces.	Weight.	Amount of postage.	Average weight per piece.	Average amount of postage per piece.
SEEDS, SCIONS, BULBS, ROOTS, ETC.					
		<i>Pounds.</i>		<i>Ozs.</i>	<i>Ots.</i>
1. Mailed to other post-offices	4,665,531	2,410,836	\$222,310.89	8.3	4.76
2. Deposited for local delivery	117,293	17,964	3,041.61	2.45	2.06
Total seeds, scions, bulbs, roots, etc.	4,782,824	2,428,800	225,352.50	8.13	4.7
FOURTH-CLASS MATTER.					
Items of mail 1. Mailed to other post-offices	35,472,934	11,027,136	1,868,013.80	4.9	5.3
matter. 2. Deposited for local delivery	2,016,766	461,709	93,453.64	3.7	4.69
Total fourth-class matter	37,489,700	11,488,845	1,961,467.53	4.9	5.23
MATTER TO FOREIGN COUNTRIES.					
1. Letters and sealed parcels	27,162,215	799,658	1,484,234.48	6.47	5.46
2. All other matter to foreign coun- tries	14,111,097	3,151,113	334,908.76	2.6	2.3
Total foreign matter	41,273,312	3,950,771	1,819,143.24	1.53	4.4
Total paid matter	3,628,699,041	295,671,392	55,954,981.32	1.3	1.4
FREE MATTER.					
1. Second-class matter mailed free in county of publication	307,141,350	30,714,135		1.6	.....
2. Letters inclosed in free-penalty en- velopes	50,188,154	7,160,228		2.23	.....
3. Supplies, blanks, twine, etc., and all other matter mailed under free-penalty labels or penalty envelopes used as labels	7,587,821	27,543,016		58.08	.....
4. Franked matter, books, pamphlets, reports, seeds, etc., mailed free, under frank or otherwise, as provided by sections 409 to 414 of the Postal Laws and Regula- tions of 1867	11,591,840	4,279,646		5.9	.....
Total free matter	376,509,165	69,697,025		2.96	.....
Total paid and free matter	4,005,408,206	365,368,417	55,954,981.32	1.46	1.30
Total amount of prepaid postages as shown in above table					
			\$55,954,981.32		
Amount of due postages collected			\$280,059.04		
Amount of special-delivery stamps mailed			176,952.80		
Amount of registry fees on paid matter			1,216,416.90		
Letter postage paid in money			108,725.41		
Box rents,			2,257,505.70		
Fines and penalties			6,816.26		
Dead letters			12,310.73		
Miscellaneous			20,801.00		
Money-order revenue			824,220.24		
			4,903,802.08		
Total revenue			60,858,783.40		

SHALL LETTER POSTAGE BE REDUCED TO ONE CENT?

There can scarcely be a difference of opinion as to the very general interest in the subject of one-cent letter postage. Conventions and associations have declared for it, newspapers advocate it, and great numbers of the people believe in it and want it. With my short acquaintance with the postal business a year ago I did not feel competent to pass a judgment on the question beyond recording my conviction that the state of the postal revenues at that time would hardly justify the reduction. To some, who do not look far beneath the surface, the question may seem quite easy; but short inquiry will show that there are many obstacles difficult to overcome. I will try to give the result of my investigations.

If the postal revenue arising from letter postage could be set aside for its proper uses the millions of letter writers of this country might quickly be permitted to enjoy a reduced taxation on letter writing. In point of fact there is a clear gain of nearly \$30,000,000 from letter postages. This large profit, with the annual deficit (which last year amounted to \$5,768,300) appropriated out of the General Treasury, is all swallowed up by the losses on other classes of mail matter carried at less than the cost of distribution and handling. Part of this loss is caused by the transportation of periodical and newspaper mail handled at one cent a pound, of newspapers carried free within the county of publication, and of other matter franked or carried free under penalty envelopes.

Profit on 2-cent
letter postage.

The question is often asked, Why there should be any deficit with a profit on letter postages and a constant increase in business from the natural growth of the service? The answer is very plain. The Postmaster-General is obliged to proceed under enactments of Congress which in four important particulars put large expenditures beyond his control. These are the rates of transportation; the pay of postmasters which are regulated by the receipts at post-offices; advancing salaries under classification bills, and the extension of the free delivery, which is proportionate to the increasing population of cities. These regulations, which have been formulated into laws by those who represent the people, are of course what the people want. If it were possible to stop all expenditures where they stand to-day the natural growth of the business would soon overcome any deficiency. But this is not possible; increasing work necessitates increasing pay in salaries. The emigra-

Large expendi-
tures fixed by
law and can not
be controlled by
Department.

tion into new States compels an extension of railroad and star routes. Without postal facilities the settlement of new States would be greatly retarded. People will not move into new countries where they can not have the newspapers and the letters of their kindred and friends. It is, however, quite within the power of Congress to determine whether one-cent letter postage is preferable to the usual annual extension of the service.

Total revenue
from letter post-
age.

That the subject may be properly understood, I have had prepared with as much care as possible a few tables of estimates to show the possible condition of the postal service when looked at from various stand-points. In the first place, there need be no conjecture as to the principal item of cost in trying to drop to a one-cent rate. The amount received from letter postage last year was something over \$38,000,000. This sum would be cut exactly in half, and we would, therefore, get but a little over \$19,000,000. The deficiency for the current year is likely to be \$4,530,000, which would make the total deficiency \$23,500,000, and more. This large deficiency under a one-cent rate would be reduced, first, by the natural increase of business; second, by the stimulus of a low rate of postage; and, third, by the completion of the pending legislation to collect proper postages from sample copies of so-called newspapers and from paper-covered books. It is estimated that by the sample-copy abuse over \$1,000,000 is annually lost to the revenue, and in the transportation of paper-covered books considerably more than \$1,000,000 is kept out of the postal income, or postal trust fund, for the benefit of certain book publishers. The deficiency under a one-cent rate might be still further reduced by the adoption of improved devices, from time to time, which would save time and money.

Free work for
Executive Departments.

The most formidable item for consideration is the eight million dollars' worth of postal work performed annually without pay for the Executive Departments. If each of the Departments had paid its postage, the revenues of this Department would have been \$8,000,000 more annually than it is now. It is true that the census year caused an extra amount of work, but the natural and regular increase is enormous. I hold that the General Post-Office should be paid by the Executive Departments for labor performed and be paid at the same rates as the public pay. It will at once be said that it makes no difference whether the work is settled for by the various Departments or by one Department alone; but so long as a deficiency in the Post-Office Department stands in the way of proper appropriations for the

needed extension of the service or the reduction of rates, it is but fair to direct attention to the reason why these things are so. The letter-writers, who contribute the largest portion of the postal tax paid into the Treasury, may justly claim that this money shall be given back to them in lower rates or new facilities. At present a part of the letter postage is applied to forwarding military supplies to the Army, trees and shrubs to agricultural stations, and huge boxes of census blanks to the farthest end of the country.

It will be immediately remarked by those who know the facts that a large part of the loss of the Department arises from carrying newspapers in the mails at 1 cent a pound; but it is the foundation purpose of the Post-Office Department to transmit intelligence, and therefore legitimate newspapers are entitled to practically a free use of the mail. There are strong practical as well as theoretical arguments for this, as the readers of newspapers are much more numerous than the writers of letters and would feel an increased newspaper rate much more. But this argument does not apply to paper-covered books, which by various devices represent themselves to be magazines and are now allowed in the mails at a loss of \$1,000,000 annually; and there is no necessity for this, as the newsdealer or the book publisher, and not the reader, would pay the infinitesimal difference in the cost of each book carried by the express instead of the mail transportation. I do not think it would make a difference of a quarter of a cent on each book, or that readers would ever know the difference if the paper-covered literature alluded to were made third-class matter.

Loss of one million dollars on paper-covered books.

It does not seem fair to letter-writers to take the profit made upon the transportation of letters and give it away for the support of the War, the Agricultural, or the Interior Department, or to let it go to book and newspaper publishers of a certain class. The Post-Office Department would be self-sustaining if it had credit for the work it does for nothing, and practically nothing, and if these different classes of mail matter were all put upon a self-supporting basis.

In the various tables that follow I show the probable financial condition of the Department under two-cent letter rate, with and without certain credits for work now done free for the Executive Departments, and also under changes and economies possible to be made or practiced. I think it proper to give other tables showing what the probable movement of the revenue would be under a one-cent rate, and what may be expected under changes and economies.

There is much more to be considered than the simple reduction of the revenue from \$38,000,000 to \$19,000,000. There must be additions to the expense account for additional clerks, carriers, railway transportation, and railway postal cars. It is impossible to determine with any accuracy how much this additional cost will be, but consultation with practical postal authorities leads me to believe that the sum stated in the tables is a fair approximation.

Deficit could be removed by legislation.

It is very clear that if a Postmaster-General could apply the ordinary rules of business to the affairs of the postal system he could make changes that would add vastly to the annual revenue. I said this a year ago, and my experience during the last year confirms this opinion. It is perhaps wise to go slowly with new legislation, but a growing service nevertheless requires new adjustments. The lack of legislation, in many instances, means large losses. The members of Congress know this, but the course of legislation moves in certain channels. For example, a system of close supervision and compact organization of the smaller post-offices, so as to make them tributary to the larger offices, would be the means not only of improving the service, but of adding largely to its revenue. But this all requires new legislation. One-cent postage will probably be delayed as long as any deficit appears in the books of the Department. Yet this deficit might quickly be removed by the passage of a few measures of legislation. It is only a question of time, therefore, when one-cent rate will be successfully demanded. The money paid for postages by letter-writers is, according to my view, a trust fund, and it is not proper to use it for any other purpose than in paying the cost of the work performed, in extending the convenience of the service, and in reducing rates.

Increased business results from lower rates.

Past experience shows that a large increase of business has resulted from the stimulus of a lower rate of postage. The three radical reductions in the rates of letter postage since the foundation of the Government occurred in 1845, when the letter rate was established at 5 cents; in 1851, when it was reduced to 3 cents, and in 1883, when the rate was fixed at 2 cents. For a number of years prior to 1845, under the exorbitant and complicated rates then prevailing, the revenues were almost stationary in amount, being about \$4,300,000 annually. For the first year following the reduction of 1845 the revenue was about \$3,500,000, showing a falling off of about \$800,000. For the year ending June 30, 1851, six years after the reduction, the revenue had grown to about \$6,400,000, being nearly 50 per cent. more than the revenue prior to the reduction in 1845.

For the first year under the reduction of 1851 the revenue was about \$5,200,000, or about \$1,200,000 less than the previous year under the old rate. Eight years later, in 1860, the revenue had increased to about \$8,500,000, or nearly 65 per cent. more than that of the revenue for the first year under the three-cent rate. For the year ending June 30, 1883, the revenue was about \$45,000,000. For 1884, the first year under the two-cent rate, the revenue was about \$43,340,000, showing a falling off of about \$1,660,000. The revenue for the year ending June 30, 1890, was upwards of \$60,000,000, and this amount is about \$15,000,000, or, say, one-third more than the revenue of 1883, the last year under the old rate.

This result was accomplished in the face of the following important reductions in the rates of postage occurring during the intervening seven years: First, the reduction in 1884 on transient newspapers and periodicals from 1 cent for 2 ounces to 1 cent for 4 ounces; second, the increase in 1885 in the unit of weight of first-class matter from one-half ounce to a full ounce, the rate of postage remaining the same; third, the reduction in 1885 of the rate on second-class matter from 2 cents to 1 cent per pound; and, fourth, the reduction in 1888 of the rate of postage on seeds, scions, bulbs, and plants from 1 cent per ounce to 1 cent for two ounces. The reduction of the letter rate in 1845 was made in face of a small deficiency in the revenue, but the reductions of 1851 and 1883 were preceded by a small surplus of revenue over expenditures. The deficiency of the revenue for the first year under the reduction of 1845 was about 14.4 per cent.; for the first year after the reduction of 1851 it was 27 per cent., and for the year after the reduction in 1883 it was 6.6 per cent.

The following tables are printed because they show more clearly and forcibly the information I desire to set out than the same information could be conveyed by paragraphs of words. I would like it plainly understood that these tables are not intended as a demonstration that one-cent postage is practicable at this or any other particular time, nor as a demonstration that certain conditions upon which the calculations are based and depending upon pending and new legislation will be fulfilled. They are simply intended to explain what the state of the Department's finances would be under the conditions shown in each table. They are estimates as accurate as the information at the command of the Department would warrant.

Table No. 1, the starting point, compares the revenues

Certain conditions assumed and results shown.

and expenditures of the service for each of the six years from 1890 to 1895.

The estimated increase of the revenue for 1892 over 1891 is elsewhere shown to be 10 per cent. The actual increase of the appropriations for 1891 over the expenditures for 1890 was 8.4 per cent. This table shows that by adding 10 per cent. each successive year to the revenues of the preceding year, and 8.4 per cent. to the expenditures, the service at the close of the fiscal year 1895 will be practically self-sustaining under existing conditions, the deficit being a little more than half a million dollars only.

Table No. 2 takes into account certain items of savings, assuming that the Department was being paid for paper-covered books at third-class rates; for limiting sample copies, by which the same rates can be collected on a large amount of mail matter, and that it were wise and practicable to obtain a reduction of 5 per cent. in the rate of pay for the transportation of the mail. In this connection it may be stated that within fourteen years two such reductions have been made of 10 and 5 per cent., respectively. The saving on paper-covered books is estimated at \$1,000,000; on sample copies, at \$1,100,000; and a 5 per cent. reduction on transportation, at \$1,127,506.41. Applying the total saving of \$3,227,506.41 to the expenditures of the fiscal year 1892, as shown in Table 1, and calculating as before for the successive years a 10 per cent. increase in the revenue and 8.4 per cent. increase in the expenditure, the result shown is that the service would be practically self-sustaining in 1892, with an increasing profit each subsequent year, until it would amount to nearly \$3,500,000 in 1895.

Table No. 3 is a calculation of the same kind, except it is based upon a reduction of 10 per cent. instead of 5 per cent. on the cost of transportation, and it shows a profit of three-quarters of a million dollars for the fiscal year 1892, increasing to nearly \$5,000,000 for the fiscal year 1895.

Table No. 4 takes into account all the items previously mentioned, and in addition assumes what the extra revenue would be if the Department were paid at the rates charged to the public for matter now carried in the mails free, namely: Free newspapers within the county of publication; franked matter, penalty letters of the Executive Departments, and packages of blanks and supplies carried for the same Departments under the penalty label; the total amounting to nearly \$9,000,000. This total sum for which it is claimed the Post-Office Department should at least

have credit is added to the revenues for 1892, and a 10 per cent. increase each successive year being added to the revenues and 8.4 per cent. increase added to the expenditures, the results show an increasing profit from \$8,500,000 in 1892 to over \$15,500,000 in 1895. This table No. 4 is based, it should be stated, upon a 5 per cent. reduction in the cost of transportation.

Table No. 5 is a similar calculation based upon a 10 per cent. reduction in the cost of transportation, and shows increased profits from nearly \$10,000,000 in 1892 to over \$17,000,000 in 1895. In other words, if it were possible to bring about by the 30th of June, 1895, all the conditions assumed in these tables, the result of the whole would be that on the 1st of July, 1895, the postal service would be substantially ready for 1-cent postage, which would entail a loss of only a little more than the profit then accruing.

The preceding is a calculation upon the assumption that the Department is to wait until the 1st of July, 1895, before commencing with 1-cent postage. The next, what would be the results under the same conditions if the Department were to operate under 1-cent postage from the 1st of July, 1891.

Table No. 6 is intended to show the results under the last-mentioned condition of affairs, with a 5 per cent. reduction in the cost of transportation, and it exhibits deficits ranging from \$10,500,000 in 1892 to \$9,700,000 for 1895.

Table No. 7 is a similar calculation based upon a 10 per cent. reduction in the cost of transportation, and exhibits consequently decreased deficits of from \$9,350,000 in 1892 to \$8,260,000 in 1895. These two tables, Nos. 6 and 7, are likewise made upon the assumption that there will be no change in the revenues or expenditures brought about simply by increased volume of business and increased expenditures, due to the stimulus of one-cent postage, other than a normal increase of 10 per cent. each year in the revenues and 8.4 per cent. in the expenditures.

Table No. 8 is the same kind of a calculation based upon a 5 per cent. reduction in transportation, and a 20 per cent. increase for 1893 in the revenues and 5 per cent. due to one-cent postage, an increase of 13.4 per cent. for that year in the expenditures, with normal increases of 10 per cent. in the revenues and 8.4 per cent. in the expenditures for the succeeding years.

Table No. 9 contains no variation from Table No. 8, except that it is founded upon a 10 per cent. reduction in transportation. In other words, these tables assume that

if one-cent postage should be in operation during the fiscal year 1892, the following year there would be an abnormal increase of 10 per cent. in the revenues and of 5 per cent. in the expenditures, due to the stimulus of one-cent postage.

Tables Nos. 10 and 11 are precisely similar calculations, except that they are based upon an abnormal additional increase of $23\frac{1}{3}$ per cent. in the revenues ($33\frac{1}{3}$, or one-third in all) and an additional increase of 10 per cent. in the expenditures (18.4 per cent. in all) during the year following the introduction of one-cent postage, with normal increases thereafter.

Table No. 12 is the same as Table No. 2, except that it omits entirely the item of reduction in the cost of transportation.

Table No. 13 is the same as Table No. 4, except that it omits from the calculation any reduction whatever in the cost of transportation.

Tables Nos. 14, 15, and 16 are similar in character to Tables Nos. 6, 8, and 10, except that they omit the item of reduction in the cost of transportation.

TABLE NO. 1.

	1890.	1891.	1892.
Service self-sustaining in 1896 under present conditions. Total revenue	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Total expenditures	66,645,083.80		
Total appropriations		72,226,698.99	
Total estimated expenditures			77,545,894.41
Deficits	5,786,300.40	5,581,615.19	3,590,862.43
	1893.	1894.	1895.
Total revenue	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54
Total estimated expenditures	84,059,749.54	91,120,768.50	98,774,913.05
Deficits	2,793,714.37	1,812,629.82	*620,460.51

* Practically self-sustaining.

TABLE No. 2.

	1890.	1891.	1892.	
Total revenue	\$30,858,783.40	\$37,298,665.44	\$73,955,031.98	Profits shown with certain as- sumed savings.
Savings as follows:				
On paper-covered books.....			1,000,000.00	
On sample copies			1,100,000.00	
On transportation, 5 per cent. reduction			1,127,506.41	
Total			3,227,506.41	
Total expenses	66,645,063.80	72,226,698.99	74,818,388.00	
Deficits	5,786,300.40	5,581,615.19	*383,356.02	

	1893.	1894.	1895.	
Total revenue	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54	
Total expenses	80,561,132.59	87,328,267.72	94,663,842.20	
Profits	704,902.58	1,979,870.96	3,490,610.34	

TABLE No. 3.

	1890.	1891.	1892.	
Total revenue	\$30,858,783.40	\$37,298,665.44	\$73,955,031.98	
Savings as follows:				
On paper-covered books.....			1,000,000.00	
On sample copies			1,100,000.00	
On transportation, 10 per cent. reduction			2,255,012.83	
Total			4,355,012.83	
Total expenses	66,645,063.80	72,226,698.99	73,190,881.58	
Deficits	5,786,300.40	5,581,615.19	†764,150.40	

	1893.	1894.	1895.	
Total revenue	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54	
Total expenses	79,338,915.63	86,003,384.54	93,227,668.84	
Profit	1,927,119.54	3,304,754.14	4,926,783.70	

* Practically self-sustaining.

REPORT OF THE POSTMASTER-GENERAL.

TABLE NO. 4.

Profits shown
with free mat-
ter paid for.

	1890.	1891.	1892.
Total revenue	\$60,858,783.40	\$67,298,665.44	\$73,955,031.96
Revenue from free matter if paid for:			
Free county			307,141.35
Franked			342,371.68
Penalty letters.....			6,026,047.88
Penalty supplies.....			2,203,441.28
Total revenue then			82,834,034.17
Total expenses	66,645,083.80	72,226,098.99	74,318,888.00
Deficit	5,786,300.40	5,581,615.19	*8,515,646.17
	1893.	1894.	1895.
Total revenue then	\$91,117,437.58	\$100,229,181.33	\$110,252,099.46
Total expenses	80,561,132.59	87,328,267.72	94,663,842.20
Profit	10,556,304.99	12,900,913.61	15,588,257.26

TABLE NO. 5.

	1890.	1891.	1892.
Total revenue	\$60,858,783.40	\$67,298,665.44	\$73,955,031.96
Revenue from free matter if paid for:			
Free county			307,141.35
Franked			342,371.68
Penalty letters.....			6,026,047.88
Penalty supplies.....			2,203,441.28
Total revenue then.....			82,834,034.17
Total expenses.....	66,645,083.80	72,226,098.99	73,190,881.58
Deficits	5,786,300.40	5,581,615.19	*9,643,152.59
	1893.	1894.	1895.
Total revenue then	\$91,117,437.58	\$100,229,181.33	\$110,252,099.46
Total expenses.....	79,338,915.63	86,003,384.54	93,227,668.64
Profit	11,778,521.95	14,225,796.79	17,024,430.62

* Profit.

TABLE No. 6.

	1892.	1893.	1894.	1895.
Total revenues, adding expected savings	\$63,834,034.17	\$70,217,437.58	\$77,239,181.33	\$84,963,099.46
Total expenses	74,318,388.00	80,561,132.50	87,328,267.72	94,663,842.20
Deficits	10,484,353.83	10,343,695.01	10,089,086.39	9,700,742.74

TABLE No. 7.

	1892.	1893.	1894.	1895.
Total revenues, adding expected savings	\$63,834,034.17	\$70,217,437.58	\$77,239,181.33	\$84,963,099.46
Total expenses	73,190,881.58	79,338,915.63	86,003,384.54	93,227,664.84
Deficits	9,356,847.41	9,121,478.05	8,764,208.21	8,264,569.38

TABLE No. 8.

	1892.	1893.	1894.	1895.
Revenues	\$63,834,034.17	\$76,600,841.00	\$84,260,925.10	\$92,687,017.61
Expenses	74,318,388.00	84,277,051.99	91,356,324.35	99,030,255.59
Deficits	10,484,353.83	7,676,210.99	7,095,399.25	6,343,237.98

TABLE No. 9.

	1892.	1893.	1894.	1895.
Revenues	\$63,834,034.17	\$76,600,841.00	\$84,260,925.10	\$92,687,017.61
Expenses	73,190,881.58	82,998,459.71	89,970,330.32	97,527,838.06
Deficits	9,356,847.41	6,397,618.71	5,709,405.22	4,840,820.45

TABLE No. 10.

	1892.	1893.	1894.	1895.
Revenues	\$63,834,034.17	\$85,112,045.56	\$93,623,250.11	\$102,985,575.12
Expenses	74,318,388.00	87,992,971.39	95,384,380.98	103,394,668.98
Deficits	10,484,353.83	2,880,925.83	1,761,130.87	411,093.86

TABLE No. 11.

	1892.	1893.	1894.	1895.
Revenues	\$63,834,034.17	\$85,112,045.56	\$93,623,250.11	\$102,985,575.12
Expenses	73,190,881.58	86,658,008.79	93,937,276.10	101,828,007.29
Deficits	9,356,847.41	1,545,958.23	314,025.99	*1,157,567.88

* Profit.

REPORT OF THE POSTMASTER-GENERAL.

TABLE NO. 12.

	1890.	1891.	1892.
Total revenue	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Savings as follows:			
On paper-covered books			1,000,000.00
On sample copies			1,100,000.00
Total			2,100,000.00
Total expenses	66,645,083.80	72,226,698.99	75,445,894.41
Deficits	5,786,300.40	5,581,615.19	1,490,862.43
	1893.	1894.	1895.
Total revenues	\$81,266,035.17	\$89,308,138.68	\$98,154,452.54
Total expenses	81,783,349.54	88,653,150.90	96,100,015.57
Deficits	517,314.37	*654,987.78	*2,054,436.97

*Profit.

TABLE NO. 13.

	1890.	1891.	1892.
Total revenue	\$60,858,783.40	\$67,298,665.44	\$73,955,031.98
Revenue from free matter if paid for:			
Free country			307,141.35
Franked			342,371.68
Penalty letters			6,026,047.88
Penalty supplies			2,203,441.28
Total revenue then			82,834,034.17
Total expenses	66,645,083.80	72,226,698.99	75,445,894.41
Deficits	5,786,300.40	5,581,615.19	*7,388,139.76
	1893.	1894.	1895.
Total revenue			
Total revenue then	\$91,117,437.58	\$100,229,181.83	\$110,252,099.46
Total expenses	81,783,349.54	88,653,150.90	96,100,015.57
Profit	9,334,088.04	11,576,030.43	14,152,083.89

TABLE No. 14.

	1892.	1893.	1894.	1895.
Revenues.....	\$63,834,034.17	\$70,217,437.58	\$77,239,181.33	\$84,963,099.46
Expenses.....	75,445,894.41	81,783,949.54	88,653,150.90	96,100,015.37
Deficits.....	11,611,860.24	11,565,911.96	11,413,969.57	11,136,916.11

TABLE No. 15.

	1892.	1893.	1894.	1895.
Revenues.....	\$63,834,034.17	\$76,600,841.00	\$84,260,925.10	\$92,687,017.61
Expenses.....	75,445,894.41	85,585,644.26	92,742,318.37	100,532,673.11
Deficits.....	11,611,860.24	8,954,803.26	8,481,393.27	7,845,655.50

TABLE No. 16.

	1892.	1893.	1894.	1895.
Revenues.....	\$63,834,034.17	\$85,112,045.56	\$93,623,250.11	\$102,985,575.12
Expenses.....	75,445,894.41	89,327,938.98	96,831,485.85	104,965,330.66
Deficits.....	11,611,860.24	4,215,893.42	3,208,235.74	1,979,755.54

THE FINANCIAL STATEMENT.

Below are statements of the revenue, expenditures, and actual cost of the postal service for the three fiscal years ending respectively June 30, 1888, June 30, 1889, and June 30, 1890, it being customary to restate the accounts of the two years preceding that for which each report is made, because appropriations are available for two years, and certain items which, when the accounts are first stated, can only be estimated, after the lapse of that time are definitely ascertainable. The variations between expenditures and actual cost of the service are due to taking into account the amounts earned by the Pacific railroad companies for mail transportation and certified to the Secretary of the Treasury in pursuance of the law.

REPORT OF THE POSTMASTER-GENERAL.

Fiscal year ending June 30, 1888.

REVENUE.

1. Ordinary postal revenue.....	\$51,896,858.96
2. Receipts from money-order business.....	798,317.83
Gross revenue.....	52,695,176.79

EXPENDITURES AND LIABILITIES.

Expenditures:

From July 1, 1887, to Sept. 30, 1888.	\$55,795,357.84
From Oct. 1, 1888, to Sept. 30, 1889.	490,073.70
From Oct. 1, 1889, to Sept. 30, 1890.	38,823.47
	56,324,255.01

Liabilities:

Outstanding indebtedness for various objects, estimated \$1,603.66

For transportation of mails on Central Pacific Railroad, not included in amount certified to Secretary of the Treasury..... 308,504.55

Due Sioux City and Pacific Railroad Company for similar service during the year. 12,199.17

322,307.38

Total expenditures and liabilities for the service of the year 56,646,562.39

Deficiency in revenue..... 3,951,385.60

COST OF POSTAL SERVICE.

Expenditures and liabilities as above.....	\$56,646,562.39
Amount certified for credit to Pacific railroads from July 1, 1887, to September 30, 1888.....	\$1,240,600.83
From Oct. 1, 1888, to Sept. 30, 1889	1,507.20
Total.....	1,242,108.03
Total cost of service.....	57,888,670.42
Excess of total cost of postal service over revenues.	5,193,493.63

The receipts were \$3,951,385.60, or 6.9 per cent., less than the expenditures, and \$5,193,493.63, or 9.8 per cent., less than the total cost of the service.

Compared with the previous fiscal year there was an increase of \$3,778,585.02, or 7.8 per cent., in the gross revenue; an increase of \$3,529,888.72, or 6.6 per cent., in the expenditures and liabilities; and an increase of \$3,573,476.92, or 6.5 per cent., in the estimated total cost of the service.

THE FINANCIAL STATEMENT.

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Fiscal year ending June 30, 1889.

REVENUE.

1. Ordinary postal revenue.....	\$55,387,806.37
2. Receipts from money-order business	787,804.81
Gross revenue.....	56,175,611.18
Deduct amount charged to bad debts, compromise and suspense cases	27,596.26
Remaining revenue	56,148,014.92

EXPENDITURES AND LIABILITIES.

Expenditures:

From July 1, 1888, to September 30, 1889	\$61,376,847.24
From October 1, 1889, to September 30, 1890	268,485.15

Liabilities:

Actual indebtedness not reported to Auditor on account of transportation of mails by railroads	17.61
Outstanding indebtedness for various objects, estimated	576,646.43
For transportation of the mails on the Central Pacific Railroad, not in- cluded in the amount certified to the Secretary of the Treasury	321,146.11
Due Sioux City and Pacific Railroad Company for similar service during the year	12,305.24

Total expenditures and liabilities for the service
of the year..... 62,555,447.78

Deficiency in revenue

6,407,432.86

COST OF POSTAL SERVICE.

Expenditures and liabilities as above.....\$62,555,447.78

Amount certified for credit to Pacific rail-
roads from July 1, 1888, to September 30,
1889..... \$1,253,673.33

From October 1, 1889, to September 30, 1890..... 578.13

Total..... 1,254,251.46

Total cost of service..... 63,809,699.24

Excess of total cost of the postal service over
revenue..... 7,661,684.32

The receipts were \$6,407,432.86, or 10.2 per cent., less than the expenditures, and \$7,661,684.32, or 13.6 per cent., less than the total cost of the service.

Compared with the previous fiscal year there was an in-crease of \$3,452,838.13, or 6.6 per cent., in the revenue; an increase of \$5,908,885.39, or 10.4 per cent., in the ex-penditures and liabilities; and an increase of \$5,921,028.82, or 10.2 per cent., in the estimated total cost of the service.

REPORT OF THE POSTMASTER-GENERAL.

Fiscal year ending June 30, 1890.

REVENUE.

1. Ordinary postal revenue	\$60,057,877.68
2. Receipts from money-order business.....	824,220.24
Gross revenue	60,882,097.92
Less amount charged to bad debts, compromise and suspense cases	23,314.52
Remaining revenue	60,858,783.40

EXPENDITURES AND LIABILITIES.

Expenditures:

From July 1, 1889, to September 30,
1890..... \$65,930,717.11

Liabilities:

Indebtedness for various
objects\$305,096.39

Outstanding indebted-
ness for various objects,
estimated..... 76,512.40

For transportation of the
mails on the Central
Pacific Railroad not in-
cluded in the amount
certified to the Secre-
tary of the Treasury .. 320,529.07

Due Sioux City and Pa-
cific Railroad Company
for similar service dur-
ing the year..... 12,228.83

714,368.69

Total expenditures and liabilities for the service
of the year..... 66,645,083.90

Deficiency in revenue 5,786,300.40

COST OF POSTAL SERVICE.

Expenditures and liabilities as above..... \$66,645,083.90
Amount certified for credit to Pacific railroads 1,207,401.90

Total cost of service 67,852,485.60

Excess of total cost of the postal service over revenue . 6,993,702.20

The receipts were \$5,786,300.40, or 8.6 per cent., less than the expenditures, and \$6,993,702.20, or 11.4 per cent., less than the total cost of the service.

Compared with the previous fiscal year there was an increase of \$4,710,768.48, or 8.37 per cent., in the revenue; an increase of \$4,089,636.02, or 6.5 per cent., in the expenditures and liabilities; and an increase of \$4,042,786.36, or 6.3 per cent., in the estimated total cost of the service.

ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30,
1891 AND 1892.

With an average annual increase at the rate of 7.2 per cent. in the revenue for the four years ending June 30, 1889; an increase of 6.7 per cent. for the latter year alone; an increase of 8.37 per cent. for the year just closed, and every reason to suppose that the current year will be an exceptionally prosperous one, it seems proper to count upon an increase of 10 per cent. in the revenues of the present and the next fiscal years. The estimates may therefore be stated thus:

Fiscal year ending June 30, 1891.

Amount of ordinary postal revenue for year ending June 30, 1890	\$60,057,877.68
Increase of 10 per cent.	6,005,787.76
Estimated amount of ordinary postal revenue	66,463,665.44
Add revenue from money-order business, upon revised estimates of the superintendent of the money-order system, by letter of October 27, 1890	835,000.00
Gives gross revenue	67,298,665.44

The appropriations for the year amount to \$72,226,698.99, which will not be supplemented by deficiency appropriations, so that upon this basis the deficiency will not exceed \$5,581,615.19.

Fiscal year ending June 30, 1892.

Estimated amount of ordinary postal revenue for the year ending June 30, 1891, as before	\$66,463,665.44
Increase of 10 per cent.	6,646,366.54
Gives estimated amount of ordinary postal revenue for the year	73,110,031.98
Amount of estimated revenue from money-order business	845,000.00
Gross revenue for the year	73,955,031.98
Amount of estimated expenditures shown in table of estimates submitted by the Postmaster-General through the Secretary of the Treasury	77,545,894.41
Leaves estimated deficiency of revenue to be supplied out of general Treasury	3,590,862.43

NOT PRACTICABLE.

Daily suggestions in letters, newspapers, and personal calls are made that the Post-Office Department should do a variety of things of which the following are examples, and for which the law does not provide: To try the experiment

of a general parcels-post with packages weighing over four pounds; to stop the Sunday mails; to make free delivery universal; to provide a fractional currency for transmission by mail; to make every post-office a money-order office; to require the use of none but stamped envelopes in order to avoid non-payment of postage; to provide receptacles in street cars for the collection of mail matter; to put letter-boxes at all railroad stations.

In another part of this report will be found some observations in regard to the parcels-post. As to the Sunday mails, the best thoughts of the representative postmasters have been obtained, and the gist of all the opinions is that so long as the mails are carried on railroads so as to arrive at the post-office on Sunday, it is impracticable to discontinue the treatment of mail matter so transported and delivered inside of post-offices without serious embarrassment to general business interests. Then vast accumulations of mail matter would have to be handled on the first business day of the week. Every citizen can stop the Sunday delivery of his own mail if he chooses, and a petition from any community signed by a considerable majority of the patrons of the post-office requesting the closing of an office on Sundays would be regarded with favor by the Department as a means of ascertaining by practical experiment just what the effect of Sunday closing would be.

As to making free delivery universal the Department has already taken the first step to ascertain what is practicable in this direction by obtaining authority of law to test rural free delivery. To make universal free delivery would add millions to the cost of the Department. As to fractional currency for mailing purposes, its provision would be the business of the Treasury Department. It is not the function of the Post-Office Department to issue currency. The postal note is now issued at money-order offices.

It is out of the question to make every post-office a money-order office; for, aside from the fact that it is doubtful whether there is a demand for the system at a large majority of the fourth-class post-offices, there is the further consideration that it would be impossible to obtain from the postmasters of such offices bonds adequate to protect the Government for the valuable supplies intrusted to them. Such widespread extension of the money-order system would furthermore, in virtue of the valuable blanks and funds which would then be stored in every post-office, make such offices the objects of the cupidity of burglars to a far greater extent than they are at present, on account of the

inconsiderable quantities of postage-stamps which they contain.

In regard to the universal use of stamped envelopes it may be said that the Government has no power to coerce the public into the use of a special sort of envelope, whatever advantages might be gained from the adoption of the suggestion. The plan of placing collection boxes on street cars is not a new one, and from what is known of the experiments made in past years seems to be far from practical or advantageous. It did not develop rapid collections. Furthermore, it would involve declaring the lines of every street railway company post-roads, and in times of strikes would subject the mails to the danger of delay or depredation.

It is not practicable to place a letter box at every railroad station for the reasons: First, that the mail trains do not stop at every station and frequently do not stop at many stations; second, that when they do stop it is not possible or proper for the postal clerk to leave his car for the purpose of making collections from the box; third, that it would not be feasible to require the postmaster, whose office in many instances is at a distance from the station, to visit the latter at train time for the purpose of depositing the contents of the boxes in the cars; and fourth, if the railway postal clerk should be charged with the duty of emptying the boxes, he might carry the mail in the direction opposite to that intended.

PERSONAL.

I regret extremely the retirement of Mr. Clarkson, whose deserved popularity, and efficiency as an executive in the difficult position of First Assistant, have been equaled only by the loyalty and warmth of his personal friendship to me. But the Department, as I also desire to record, is fortunate in having the experience and endeavor of Colonel Whitfield, Mr. Lowrie Bell, Captain White, Captain Brooks, and the others, who have been promoted to the more important posts to which their successes have entitled them. I am grateful to all the officials and employes of the Department, in and out of Washington. What I accomplish is with their assistance.

Very respectfully, your obedient servant,

JOHN WANAMAKER,

Postmaster-General.



APPENDIX A.

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
UNDER THE POST-OFFICE DEPARTMENT, OUT OF THE POSTAL REVENUE.		
POSTAL SERVICE.		
<i>Office of the Postmaster-General.</i>		
Mail depredations and post-office inspectors; and not exceeding \$5,000 of this amount may be expended for fees to United States attorneys, marshals, clerks of court, and special counsel necessarily employed in prosecuting civil suits instituted by the (Sixth) Auditor of the Treasury for the Post-Office Department, through the Solicitor of the Treasury, against the sureties on the official bonds of late postmasters, as provided for by section 282, Revised Statutes of the United States; and the act of Congress approved June 17, 1878, is hereby amended so as to authorize the Postmaster-General to appoint twelve, instead of ten, post-office inspectors, to be assigned to duty at such important points as he may designate, who shall each receive a salary of \$2,500 per annum, and no more (June 30, 1890)	\$295, 000. 00	\$250, 000. 00
Rewards for the apprehension and conviction of highway, stage, and train robbers, and post-office burglars (submitted)	20, 000. 00	.....
Advertising (June 30, 1890)	18, 000. 00	18, 000. 00
Miscellaneous items in the office of the Postmaster-General (same act) ..	1, 500. 00	1, 500. 00
Total	334, 500. 00	.....
<i>Office of the First Assistant Postmaster-General.</i>		
Compensation to postmasters (June 30, 1890)	14, 900, 000. 00	14, 000, 000. 00
Compensation to clerks in post-offices (same act)	8, 249, 000. 00	7, 390, 000. 00
Rent, light, and fuel for first and second class offices, including rent of city post-office at Washington, D. C.; and of this sum not exceeding \$800 may be paid for the rent of a branch post-office on Capitol Hill, in the city of Washington (same act)	731, 500. 00	605, 000. 00
Rent, light, and fuel for offices of the third class: <i>Provided</i> , That there shall not be allowed for the use of any third-class post-office for rent a sum in excess of \$400, nor more than \$60 for fuel and lights in any one year (same act)	592, 800. 00	571, 500. 00
Miscellaneous and incidental items for first and second class post-offices, including furniture (same act)	172, 000. 00	120, 000. 00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
UNDER THE POST-OFFICE DEPARTMENT, OUT OF THE POSTAL REVENUE—Continued.		
POSTAL SERVICE—continued.		
<i>Office of the First Assistant Postmaster-General—Continued.</i>		
Free-delivery service, of which a sum not exceeding \$10,000 may be expended for experimental free delivery at small offices not having the requirements of population or revenue under existing law (same act).....	\$10,002,542.00	\$9,094,485.00
Stationery in post-offices (same act).....	57,000.00	57,000.00
Wrapping-twine (same act).....	85,000.00	85,000.00
Wrapping-paper (same act).....	60,000.00	58,000.00
Letter-balances, scales, and test-weights, and repairs to same (same act).....	18,000.00	18,000.00
Postmarking and rating stamps and repairs to same, and ink and pads for stamping and canceling purposes (same act).....	40,000.00	40,000.00
Packing boxes, sawdust, paste, and hardware (June 30, 1890).....	2,000.00	3,000.00
Printing facing slips, card-slides labels, blanks, and books of an urgent nature for post-offices of the first and second classes (June 30, 1890)....	8,000.00	7,000.00
Total	35,007,842.00	
<i>Office of the Second Assistant Postmaster-General.</i>		
Inland mail transportation, viz, inland transportation by star routes (June 30, 1890).....	5,892,730.51	5,812,216.55
Inland transportation by steam-boat routes (June 30, 1890).....	525,000.00	525,000.00
Mail messenger service (June 30, 1890).....	1,210,000.00	1,100,000.00
Mail-bags and mail-bag catchers (June 30, 1890).....	280,000.00	275,000.00
Mail locks and keys (June 30, 1890).....	45,000.00	50,000.00
Rent of building for mail-bag repair shop and lock repair shop, and for fuel, gas, watchmen, and charwomen, oil, and repair of machinery for same (June 30, 1890).....	6,500.00	6,500.00
Inland transportation by railroad routes, of which a sum not exceeding \$80,000 may be employed to pay freight on postal-cards, stamped envelopes, and stamped paper from the manufactories to the post-offices and depots of distribution.....	22,550,128.31	21,106,275.65
Railway post-office car service (June 30, 1890).....	2,731,000.00	2,510,000.00
Railway post-office clerks, of which a sum not exceeding \$25,000 may be applied to the payment of the actual and necessary expenses incurred in traveling by chief clerks of two or more railway post-office lines and by railway postal clerks who act as examiners (June 30, 1890).....	6,353,000.00	5,910,000.00
Necessary and special facilities on trunk lines: <i>Provided</i> , That the Postmaster-General may, in his discretion, withdraw this fund, or any portion thereof, from any railroad company when, in his judgment, the public interests require it (June 30, 1890).....	197,103.59	295,421.79
Miscellaneous items (June 30, 1890).....	1,000.00	1,000.00
Total	39,771,462.41	
<i>Office of the Third Assistant Postmaster-General.</i>		
Manufacture of adhesive postage and special delivery stamps (June 30, 1890).....	203,000.00	173,000.00
Pay of agent and assistants to distribute stamps, and expenses of agency (June 30, 1890).....	9,000.00	9,000.00

Estimates of appropriations required for the service of the fiscal year ending June 30, 1892, by the Post-Office Department—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
UNDER THE POST-OFFICE DEPARTMENT, OUT OF THE POSTAL REVENUE—Continued.		
POSTAL SERVICE—continued.		
<i>Office of the Third Assistant Postmaster-General—Continued.</i>		
Manufacture of stamped envelopes, newspaper-wrappers, and letter-sheets (June 30, 1890).....	\$933,000.00	\$875,000.00
Pay of agent and assistants to distribute stamped envelopes, newspaper-wrappers, and letter-sheets, and expenses of agency (June 30, 1890).....	17,800.00	16,000.00
Manufacture of postal-cards (June 30, 1890).....	214,000.00	180,000.00
Pay of agent and assistants to distribute postal-cards, and expenses of agency (June 30, 1890).....	7,800.00	7,800.00
Registered-package, tag, official, and dead-letter envelopes (June 30, 1890).....	127,000.00	116,000.00
Ship, steam-boat, and way letters (June 30, 1890).....	2,500.00	2,500.00
Engraving, printing, and binding drafts and warrants (June 30, 1890)....	4,000.00	3,500.00
Miscellaneous items (June 30, 1890).....	1,000.00	1,000.00
Total.....	1,519,100.00	
<i>Office of Superintendent of Foreign Mails.</i>		
Transportation of foreign mails; and from this appropriation the Postmaster-General is hereby authorized to expend such sum as may be necessary to cover one-half of the cost of transportation, compensation, and expense of clerks to be employed in assorting and punching mails in transit on steam-ships between the United States and other postal administrations in the International Postal Union.....	752,990.00	712,000.00
Balance due foreign countries.....	160,000.00	161,000.00
Total.....	912,990.00	
Total Postal Service.....	77,545,894.41	72,226,698.99
POSTAL REVENUE:		
Estimated amount which will be provided by the Department from its own revenue accruing from postages and other sources, viz:		
Ordinary revenues.....	\$73,110,031.98	
Net revenue from money-order business.....	845,000.00	
Total postal revenue.....	73,955,031.98	
DEFICIENCY IN POSTAL REVENUE.		
Leaving a deficiency in the revenue of the Post-Office Department to be provided for out of the general Treasury.....	3,590,862.43	Indefinite.
Total postal service deficiency.....	3,590,862.43	Indefinite.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL.		
SALARIES POST-OFFICE DEPARTMENT.		
Postmaster-General (July 11, 1890; R. S., page 65, sec. 388).....	\$8,000.00	
Chief Clerk Post-Office Department (July 11, 1890; R. S., page 65, sec. 393)	2,500.00	
Chief Post-Office Inspector (July 31, 1890, July 11, 1890, vol. 24, page 205, sec. 1).....	3,000.00	

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
SALARIES POST-OFFICE DEPARTMENT—continued.		
Stenographer (July 11, 1890; R. S., page 66, sec. 393).....	\$1,800.00	.....
Stenographer (July 11, 1890).....	1,600.00	.....
Appointment clerk (July 11, 1890; R. S., page 27, secs. 167-169).....	1,800.00	.....
One clerk of class 4 (July 11, 1890).....	1,800.00	.....
Two clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	3,200.00	.....
One clerk of class 2 (same acts).....	1,400.00	.....
One curator of postal museum; additional (submitted).....	1,200.00	.....
One clerk at \$1,000 (March 3, 1881, July 11, 1890; R. S., page 27, secs. 167-169; vol. 21, page 411, sec. 1).....	1,000.00	.....
One librarian, additional (submitted).....	1,000.00	.....
One messenger (same acts).....	840.00	.....
One assistant messenger (July 11, 1890; R. S., page 27, sec. 167).....	720.00	.....
One page (July 11, 1890).....	360.00	.....
	30,220.00	\$28,020.00
<i>Office of the Assistant Attorney-General for the Post-Office Department.</i>		
Law clerk (June 19, 1878, July 11, 1890; vol. 20, page 201, sec. 1).....	2,500.00	.....
Two clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	3,600.00	.....
One clerk of class 3 (same acts).....	1,600.00	.....
Increase one clerk at \$1,600 to \$1,800 (submitted).....	200.00	.....
One clerk of class 2 (July 11, 1890).....	1,400.00	.....
Two clerks of class 1 (July 11, 1890).....	2,400.00	.....
Increase one clerk at \$1,200 to \$1,600 (submitted).....	400.00	.....
One assistant messenger (submitted).....	720.00	.....
Total.....	12,820.00	11,500.00
<i>Office of the First Assistant Postmaster-General.</i>		
First Assistant Postmaster-General (July 11, 1890; R. S., page 65, sec. 389).....	4,000.00	.....
Chief clerk (July 11, 1890; R. S., page 66, sec. 393).....	2,000.00	.....
Additional (submitted).....	500.00	.....
Chief of salary and allowance division (March 3, 1883; July 11, 1890; vol. 22, page 560, sec. 1).....	2,200.00	.....
Chief of appointment division (Mar. 3, 1883; July 11, 1890; vol. 22, page 560, sec. 1).....	2,000.00	.....
Chief of bond division (July 7, 1884; July 11, 1890; vol. 23, page 190, sec. 1).....	2,000.00	.....
Superintendent of post-office supplies (July 11, 1890; R. S., page 66, sec. 393).....	2,000.00	.....
Superintendent of free delivery (July 11, 1890; R. S., page 66, sec. 394).....	3,000.00	.....
Four clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	7,200.00	.....
One clerk of class 4, additional (submitted).....	1,800.00	.....
Twenty-two clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167).....	35,200.00	.....
Three clerks of class 3, additional (submitted).....	4,800.00	.....
One clerk of class 3 to act as stenographer and Department telegraph operator (July 11, 1890; R. S., page 27, sec. 167).....	1,600.00	.....
Eight clerks of class 2 (same acts).....	11,200.00	.....

Estimates of appropriations required for the service of the fiscal year ending June 30, 1892, by the Post-Office Department—Continued.

Detailed objects of expenditure, and explanations.	Estimate amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
SALARIES POST-OFFICE DEPARTMENT—continued.		
<i>Office of the First Assistant Postmaster-General—Continued.</i>		
Twenty-four clerks of class 1 (same acts)	\$28,800.00	.....
Two clerks of class 1, additional (submitted)	2,400.00	.....
Increase two clerks at \$1,200 each to \$1,600 (submitted)	800.00	.....
Increase three clerks at \$1,200 each to \$1,400 each (submitted)	600.00	.....
Ten clerks at \$1,000 each (July 11, 1890; R. S., page 27, sec. 169)	10,000.00	.....
One clerk at \$1,000; additional (submitted)	1,060.00	.....
Increase five clerks at \$1,000 each to \$1,200 each (submitted)	1,000.00	.....
Two clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167)	1,800.00	.....
Six assistant messengers at \$720 each (same acts)	4,320.00	.....
Nine laborers at \$600 each (same acts)	5,940.00	.....
Two pages at \$360 each (July 11, 1890)	720.00	.....
One page; additional (submitted)	360.00	.....
Total	137,240.00	\$123,980.00
<i>Office of the Second Assistant Postmaster-General.</i>		
Second Assistant Postmaster-General (July 11, 1890; R. S., page 65, sec. 319)	4,000.00	.....
Chief clerk (July 11, 1890; R. S., page 66, sec. 303)	2,000.00	.....
Additional (submitted)	500.00	.....
Chief of division of inspection (June 19, 1878; July 11, 1890; vol. 20, page 202, sec. 1)	2,000.00	.....
Superintendent of railway adjustment (June 15, 1881; July 11, 1890; vol. 21, page 234, sec. 1)	2,000.00	.....
Ten clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167)	18,000.00	.....
Thirty-four clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167)	54,400.00	.....
Eighteen clerks of class 2 (same acts)	25,200.00	.....
One stenographer (July 31, 1886; July 11, 1890; vol. 24, page 205, sec. 1)	1,600.00	.....
Eighteen clerks of class 1 (July 11, 1890; R. S., page 27, sec. 167)	21,600.00	.....
Nine clerks at \$1,000 each (June 19, 1878; July 11, 1890; vol. 20, page 202, sec. 1)	9,000.00	.....
Five clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167)	4,500.00	.....
Three assistant messengers at \$720 each (same acts)	2,160.00	.....
Two laborers at \$600 each (same acts)	1,320.00	.....
Total	148,280.00	147,780.00
<i>Office of the Third Assistant Postmaster-General.</i>		
Third Assistant Postmaster-General (July 11, 1890; R. S., page 65, sec. 320)	4,000.00	.....
Chief clerk (July 11, 1890; R. S., page 66, sec. 303)	2,000.00	.....
Additional (submitted)	500.00	.....
Chief of division of postage stamps (June 20, 1874; July 11, 1890, vol. 18, page 166, sec. 1)	2,250.00	.....
Chief of finance division, who shall give bond in such amount as the Postmaster-General may determine for the faithful discharge of his duties (March 3, 1883; July 11, 1890; vol. 22, page 560, sec. 1)	2,000.00	.....

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
SALARIES POST-OFFICE DEPARTMENT—continued.		
<i>Office of the Third Assistant Postmaster-General—Continued.</i>		
Chief of division of registration, additional (submitted).....	\$2,000.00	.....
Four clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	7,200.00	.....
One clerk of class 4, additional (submitted).....	1,800.00	.....
Sixteen clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167).....	25,600.00	.....
Two clerks of class 3, additional (submitted).....	2,200.00	.....
Twenty-two clerks of class 2 (July 11, 1890; R. S., page 27, sec. 167).....	30,800.00	.....
Two clerks of class 2, additional (submitted).....	2,800.00	.....
Twenty-six clerks of class 1 (July 11, 1890; R. S., page 27, sec. 167).....	31,200.00	.....
Four clerks of class 1, additional (submitted).....	4,800.00	.....
Seven clerks at \$1,000 each (June 19, 1878, July 11, 1890; vol. 20, page 202, sec. 1).....	7,000.00	.....
One clerk at \$1,000, additional (submitted).....	1,000.00	.....
Two female clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167).....	1,800.00	.....
Three assistant messengers at \$720 each (same acts).....	2,160.00	.....
Six laborers at \$660 each (same acts).....	3,960.00	.....
Total	138,070.00	\$119,970.00
<i>Dead-Letter Office.</i>		
Superintendent (July 11, 1890; R. S., page 66, sec. 393).....	2,500.00	.....
One clerk of class 4, who shall be chief clerk (July 11, 1890; R. S., page 27, sec. 167).....	1,800.00	.....
One chief clerk at \$2,000 instead (submitted).....	200.00	.....
One clerk of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	1,800.00	.....
Three clerks of class 3 (same acts).....	4,800.00	.....
Eleven clerks of class 2 (same acts).....	15,400.00	.....
Twenty-four clerks of class 1 (same acts).....	28,800.00	.....
Four clerks at \$1,000 each (same acts).....	4,000.00	.....
One clerk at \$1,000, additional (submitted).....	1,000.00	.....
Fifty-five clerks at \$900 each (July 11, 1890; R. S., page 27, sec. 167).....	49,500.00	.....
Six clerks at \$900 each, additional (submitted).....	5,400.00	.....
Six female clerks at \$720 each (July 11, 1890; R. S., page 27, sec. 167).....	4,320.00	.....
One assistant messenger (same acts).....	720.00	.....
Two laborers at \$660 each (same acts).....	1,320.00	.....
Two laborers at \$660 each, additional (submitted).....	1,320.00	.....
Four female laborers at \$480 each (July 11, 1890; R. S., page 27, sec. 167-169).....	1,920.00	.....
Total	124,800.00	116,880.00
<i>Office of Superintendent of Foreign Mails.</i>		
Superintendent (July 11, 1890; R. S., page 66, sec. 393).....	3,000.00	.....
Chief clerk (same acts).....	2,000.00	.....
One clerk of class 4 (July 11, 1890; R. S., page 27, sec. 167).....	1,800.00	.....
Three clerks of class 3 (same acts).....	4,800.00	.....
One clerk of class 2 (same acts).....	1,400.00	.....
One clerk of class 1 (July 11, 1890; R. S., page 27, sec. 167).....	1,200.00	.....

Estimates of appropriations required for the service of the fiscal year ending June 30, 1892, by the Post-Office Department—Continued.

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
SALARIES POST-OFFICE DEPARTMENT—continued.		
<i>Office of Superintendent of Foreign Mails—Continued.</i>		
Two clerks at \$1,000 each (June 15, 1880; July 11, 1890, vol. 21, page 235, sec. 1)	\$2,000.00	
Increase two clerks, at \$1,000 each, to \$1,200 each (submitted)	400.00	
One assistant messenger (July 11, 1890; R. S., page 27, sec. 167)	720.00	
Total	17,320.00	\$16,920.00
<i>Office of Money-Order System.</i>		
Superintendent (July 11, 1890; R. S., page 66, sec. 393)	3,500.00	
Chief clerk (same acts)	2,000.00	
Six clerks of class 4 (July 11, 1890; R. S., page 27, sec. 167)	10,800.00	
One clerk of class 4, additional (submitted)	1,800.00	
Eight clerks of class 3 (July 11, 1890; R. S., page 27, sec. 167)	12,800.00	
Five clerks of class 2 (same acts)	7,000.00	
Twelve clerks of class 1 (same acts)	14,400.00	
Six clerks at \$1,000 each (June 19, 1878; July 11, 1890; vol. 20, page 202, sec. 1)	6,000.00	
One clerk at \$1,000, additional (submitted)	1,000.00	
Five clerks at \$600 each (July 11, 1890; R. S., page 27, secs. 167-169)	4,500.00	
One assistant messenger (same acts)	720.00	
One engineer (same acts)	1,000.00	
One assistant engineer for additional building for money-order division, Sixth Auditor's Office (same acts)	1,000.00	
One fireman (same acts)	720.00	
Four watchmen at \$720 each (same acts)	2,880.00	
One conductor of elevator (same acts)	720.00	
Four charwomen at \$240 each (same acts)	960.00	
One female laborer (July 11, 1890; R. S., page 27, secs. 167-169)	480.00	
Ten laborers at \$600 each (same acts)	6,000.00	
One page, additional (submitted)	360.00	
Total	79,240.00	76,080.00
<i>Office of Mail Depredations.</i>		
Chief clerk (Aug. 5, 1882, July 11, 1890; vol. 22, page 252, sec. 1)	2,100.00	
One clerk of class 3 (July 11, 1890; R. S., page 27, sec. 167)	1,600.00	
One stenographer to chief post office inspector, additional (submitted) ..	1,600.00	
Two clerks of class 2 (July 11, 1890; R. S., page 27, sec. 167)	2,800.00	
One clerk of class 2, additional (submitted)	1,400.00	
Five clerks of class 1 (July 11, 1890; R. S., page 27, sec. 167)	6,300.00	
One clerk of class 1, additional (submitted)	1,200.00	
Three clerks at \$1,000 each (Aug. 5, 1882, July 11, 1890; vol. 22, page 252, sec. 1)	3,000.00	
One clerk at \$900, additional (submitted)	900.00	
One assistant messenger (July 11, 1890; R. S., page 27, sec. 167)	720.00	
One assistant messenger, additional (submitted)	720.00	
Total	21,940.00	16,130.00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
SALARIES POST-OFFICE DEPARTMENT—continued		
<i>Office of the Topographer.</i>		
Topographer (July 11, 1890; R. S., page 66, sec. 393)	\$2, 500. 00	.....
Three skilled draughtsmen at \$1,800 each (Aug. 5, 1882, July 11, 1890; R. S., page 27, secs. 167-169; vol. 22, page 252, sec. 1)	5, 400. 00	.....
One skilled draughtsman, additional (submitted)	1, 800. 00	.....
Three skilled draughtsmen at \$1,600 each (Aug. 5, 1882, July 11, 1890; R. S., page 27, secs. 167-169, vol. 22, page 252, sec. 1)	4, 800. 00	.....
One skilled draughtsman, additional (submitted)	1, 600. 00	.....
Three skilled draughtsmen at \$1,400 each (Aug. 5, 1882; July 11, 1890; R. S., page 27, secs. 167-169, vol. 22, page 252, sec. 1)	4, 200. 00	.....
Three skilled draughtsmen at \$1,200 each (Aug. 5, 1882, July 11, 1890; R. S., page 27, secs. 167-169; vol. 22, page 252, sec. 1)	3, 600. 00	.....
One examiner (same acts)	1, 200. 00	.....
One clerk of class 2 (same acts)	1, 400. 00	.....
One map mounter (same acts)	1, 200. 00	.....
One assistant map mounter (same acts)	720. 00	.....
One assistant messenger (same acts)	720. 00	.....
Two watchmen at \$720 each (same acts)	1, 440. 00	.....
Four female clerks at \$300 each (same acts)	3, 600. 00	.....
One charwoman (same acts)	240. 00	.....
Total	\$4, 420. 00	\$31, 620. 00
<i>Office of Disbursing Clerk and Superintendent.</i>		
Disbursing clerk and superintendent (July 11, 1890; R. S., page 65, sec. 393)	2, 100. 00	.....
One clerk of class 2, accountant (July 11, 1890; R. S., page 27, secs. 167-169)	1, 400. 00	.....
One clerk of class 1, store-keeper (same acts)	1, 200. 00	.....
One clerk of class 1, additional (submitted)	1, 200. 00	.....
One engineer (July 11, 1890; R. S., page 27, secs. 167-169; R. S., page 66, sec. 393)	1, 400. 00	.....
One assistant engineer (same acts)	1, 000. 00	.....
One fireman, who shall be a blacksmith (same acts)	900. 00	.....
One fireman, who shall be a steam-fitter (same acts)	900. 00	.....
One conductor of elevator (same acts)	720. 00	.....
Two firemen at \$720 each (same acts)	1, 440. 00	.....
One carpenter (July 11, 1890; R. S., page 27, secs. 167-169; R. S., page 66, sec. 393)	1, 200. 00	.....
One assistant carpenter (same acts)	1, 000. 00	.....
Captain of watch (same acts)	1, 000. 00	.....
Nineteen watchmen at \$720 each (July 11, 1890; R. S., pages 27, 66, secs. 167-169, 393)	13, 680. 00	.....
Twenty-two laborers at \$660 each (same acts)	14, 520. 00	.....
One laborer, additional (submitted)	660. 00	.....
One plumber (July 11, 1890, R. S., pages 27, 66, secs. 167-169, 393)	900. 00	.....
One awning-maker (July 31, 1886, July 11, 1890; R. S., pages 27, 66, secs. 167-169, 393; vol. 24, page 266, sec. 1)	900. 00	.....
Fifteen charwomen at \$240 each (same acts)	3, 600. 00	.....

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
SALARIES POST-OFFICE DEPARTMENT—continued.		
<i>Office of Disbursing Clerk and Superintendent—Continued.</i>		
Four watchmen at \$720 each, for additional building (July 31, 1890, July 11, 1890; R. S., page 27, secs. 167-169; vol. 24, page 206, sec. 1).....	\$2, 880. 00	.....
Two firemen at \$720 each, for additional building, additional (submitted) ..	1, 440. 00	.....
One elevator conductor for additional building, additional (submitted) ..	720. 00	.....
Three laborers at \$660 each for additional building (July 31, 1890, July 11, 1890; R. S., page 27, secs. 167-169; vol. 24, page 206, sec. 1)	1, 980. 00	.....
One laborer for additional building, additional (submitted)	660. 00	.....
Three charwomen at \$340 each, for additional building (July 31, 1890, July 11, 1890; R. S., page 27, secs. 167-169; vol. 24, page 206, sec. 1)	720. 00	.....
Three charwomen at \$340 each for additional building, additional (submitted)	720. 00	.....
And the following additional force for the additional building used for the storage of post-office supplies:		
Two watchmen at \$720 each (July 11, 1890; R. S., page 27, secs. 167-169) ..	1, 440. 00	.....
Two firemen at \$720 each, additional (submitted)	1, 440. 00	.....
One laborer (July 11, 1890; R. S., page 27, secs. 167-169)	660. 00	.....
One charwoman (same acts)	240. 00	.....
	62, 620. 00	\$55, 780. 00
Total salaries Post-Office Department.....	804, 970. 00	744, 050. 00
CONTINGENT EXPENSES, POST-OFFICE DEPARTMENT.		
Contingent expenses of the Post-Office Department, viz:		
Stationery and blank-books, including the amount necessary for the purchase of free penalty envelopes (July 11, 1890)	12, 000. 00	.....
Additional (submitted)	1, 000. 00	.....
	13, 000. 00	12, 000. 00
Fuel and repairs to heating apparatus (July 11, 1890)	9, 000. 00	9, 000. 00
Gas and electric lights (same act)	5, 250. 00	.....
Additional (submitted)	750. 00	.....
	6, 000. 00	5, 250. 00
Plumbing and gas and electric light fixtures (July 11, 1890)	2, 000. 00	.....
Additional (submitted)	1, 500. 00	.....
	3, 500. 00	2, 000. 00
Telegraphing (same act)	2, 500. 00	2, 500. 00
Painting (same act)	3, 500. 00	3, 500. 00
Carpets and matting (same act)	3, 000. 00	3, 000. 00
Furniture (same act)	3, 000. 00	3, 000. 00
Purchase of and keeping horses, and repairs to wagons and harness (same act)	1, 500. 00	1, 500. 00
Hardware (same act)	1, 000. 00	1, 000. 00
Miscellaneous items (same act)	12, 000. 00	.....
Additional (submitted)	500. 00	.....
	12, 500. 00	12, 000. 00

*Estimates of appropriations required for the service of the fiscal year ending June 30, 1892,
by the Post-Office Department—Continued.*

Detailed objects of expenditure, and explanations.	Estimated amount which will be required for each detailed object of expenditure.	Amount appropriated for the current fiscal year ending June 30, 1891.
POST-OFFICE DEPARTMENT, OFFICE OF THE POSTMASTER-GENERAL—Continued.		
Contingent expenses, Post-Office Department—Continued.		
City directories, additional (submitted)	\$1, 600. 00	.....
Type-writing machines and type-writer supplies, additional (submitted)	1, 000. 00	.....
Books and miscellaneous expenses of library, Post-Office Department, additional (submitted)	1, 000. 00	.....
Miscellaneous expenses of museum, Post-Office Department, additional (submitted)	1, 000. 00	.....
RENT OF BUILDINGS, POST-OFFICE DEPARTMENT.		
Topographer's office (July 11, 1890)	1, 500. 00	.....
Rent of a suitable building or buildings for the use of the money-order system of the Post-Office Department (July 11, 1890)	8, 000. 00	.....
Rent of building for use of the money-order division of the Auditor of the Treasury for the Post-Office Department (same act)	6, 084. 00	.....
Additional (submitted)	4, 916. 00	.....
Rent of a suitable building for the storage of post-office supplies (July 11, 1890)	4, 000. 00	.....
Total	24, 500. 00	\$19, 584. 00
NOTE.—For list of buildings rented by the Post-Office Department in Washington, D. C., see next page.		
OFFICIAL POSTAL GUIDE.		
Publication of copies of the Official Postal Guide, including not exceeding 1,500 copies for the use of the Executive Departments (July 11, 1890)	18, 200. 00	.....
Additional (submitted)	18, 200. 00	.....
Total	29, 000. 00	18, 200. 00
POST-ROUTE MAPS.		
Miscellaneous expenses in the Topographer's office in the preparation and publication of the post-route maps (July 11, 1890)	18, 000. 00	18, 000. 00
And the Postmaster-General may authorize the sale of post-route maps to the public at cost and 10 per centum thereof added, the proceeds of such sales to be used as a further appropriation for the preparation and publication of post-route maps.		
POSTAGE, POST-OFFICE DEPARTMENT.		
Postage-stamps for correspondence, addressed abroad, which is not exempt from postage under article 8 of the Paris convention of the Universal Postal Union (July 11, 1890)	750. 00	750. 00
NOTE.—The estimates for "printing and binding," submitted by the Postmaster-General under section 2, act of May 8, 1872 (Revised Statutes, 720, section 3661), will be found under the title of "Miscellaneous," post.		
Total, Post-Office Department	939, 720. 00	*856, 134. 00
PRINTING AND BINDING, POST-OFFICE DEPARTMENT.		
Printing and binding for Post-Office Department, exclusive of money-order office, to be executed under the direction of the Public Printer		285, 000. 00

* Includes \$300 appropriated for moving Sixth Auditor's money-order division to new building, not asked for fiscal year 1892.

Buildings rented by the Post-Office Department.

Location of buildings.	For what purpose used.	Annual rental.
Seaton House building, Louisiana avenue, part of building.	City post-office.....	\$8,000.00
Fourth and East Capitol streets, northeast corner (cellar and first floor).	Branch city post-office	900.00
No. 1413 F street, northwest, first floor	Branch city post-office.....	1,000.00
Northwest corner of Eighth and E streets, northwest.	Money-order office, Post-Office Department.	8,000.00
No. 914 E street, northwest.....	Money-order division of the Sixth Auditor's office.	*4,000.00
Nos. 418 and 420 Ninth street, northwest, part of second and third floors.	Topographer's office, Post-Office Department.	11,500.00
Nos. 611 and 613 E street, northwest.....	Division of post-office supplies, Post-Office Department.	4,000.00
Nos. 479 and 481 C street, northwest.....	Mail-bag repair shop.....	3,000.00
Total .....	.....	30,400.00

* At the rate of \$4,000 until February 1, 1891; after that date an appropriation at the rate of \$9,000 will be available for another building during the remainder of the fiscal year.

† Heating included.

APPENDIX B.

LEGISLATION AND PROPOSED LEGISLATION AFFECTING THE POSTAL SERVICE.

SENATE BILLS AND RESOLUTIONS.

No.	Title, and by whom introduced.	Remarks.
Res. 12	To re-appropriate and apply the amount appropriated by the act of Congress approved March 3, 1877, to pay certain Southern mail contractors. (Mr. Butler.)	
96	Proposing an amendment to the Constitution providing for the election of postmasters by the people. (Mr. Hear.)	
Bill 13	To require preference to be given to citizens of the States and localities where the mails are to be carried in all mail lettings. (Mr. Call.)	
350	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded \$3,000 annually. (Mr. Paddock.)	
351	In relation to the officers and employes of the Railway Mail Service. (Mr. Paddock.)	
352	Relating to postmasters at Presidential offices. (Mr. Paddock.)	On Senate Calendar
437	To reduce letter postage to one cent per ounce. (Mr. Mitchell.)	
489	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded three thousand dollars annually. (Mr. Vest.)	
568	To prohibit the mailing of newspapers and other publications containing lottery advertisements, and prescribing a penalty for the violation of the same. (Mr. Wilson, of Iowa.)	
630	To punish dealers and pretended dealers in counterfeit money and other fraudulent devices for using the United States mails. (Mr. Mitchell.)	
668	Extending the privilege of the mail free of postage to historical societies. (Mr. Morrill.)	On Senate Calendar.
926	Extending the privileges of the free delivery of mails.	Passed Senate. In Committee on the Post-Office and Post-Roads, House of Representatives.
955	Concerning post-offices of the third class. (Mr. Wilson, of Iowa.)	
956	To amend section 25 of the act of March 3, 1879, entitled "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1880," and for other purposes. (Mr. Wilson, of Iowa.)	On Senate Calendar.
	Postage on second-class matter at free-delivery post-offices.	
957	To authorize the Postmaster-General to lease premises for the use of post-offices of the first, second, and third classes. (Mr. Wilson, of Iowa.)	
1557	To provide for limited postal-telegraph service. (Mr. Cullom.)	
1567	To provide for the purchase of a site on which to erect a building for the use of the Post-Office Department and the United States post-office at Washington, D. C. (Mr. Sawyer.)	
1650	To repeal so much of section 3915 of the Revised Statutes of the United States as permits the Postmaster-General to have return requests printed on envelopes. (Mr. Cullom.)	On Senate Calendar.
2004	To amend an act entitled "An act to extend the free-delivery system of the Post-Office Department, and for other purposes," approved January 3, 1887. (Mr. Harris.)	On Senate Calendar.
2424	Providing for the appointment of an assistant general superintendent and a chief clerk, Railway Mail Service. (Mr. Sawyer.)	On Senate Calendar.

SENATE BILLS AND RESOLUTIONS—Continued. |

No.	Title, and by whom introduced.	Remarks.
H.R. 2508	To reclassify and fix the salaries of persons in the Railway Mail Service known as railway postal clerks.	Passed Senate. In H. R. Com. on Post-Offices and Post-Roads.
2614	To appropriate money for the erection of post-office buildings. (Mr. Moody.)	
2746	To amend an act approved May 9, 1884, entitled "An act to amend an act entitled 'An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty,'" approved March 17, 1882. (Mr. Sawyer.)	
2747	To fix the rate of postage on periodical publications containing the print or reprint of books. (Mr. Sawyer.)	
2768	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Sawyer.)	
2817	To simplify and economize the collection and management of the postal revenues. (Mr. Davis.)	On Senate Calendar.
2920	To improve the mail service. (Mr. Sawyer.)	
2922	To pay employes of the Post-Office Department additional compensation for extra hours of duty required of them in the year 1885. (Mr. Sawyer.)	
3392	To amend an act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1890, approved March 2, 1889. (Mr. Washburn.)	
	Classifying employes in first and second class post-offices.	
3611	To amend an act entitled "An act to adjust the salaries of postmasters," approved March 3, 1883.	Passed Senate. In H. R. Committee on Expenditures P. O. Dept.
3630	To reclassify and fix the salaries of persons in the Railway Mail Service known as postal clerks. (Mr. Wilson of Iowa.)	On Senate Calendar.
3739	To provide for ocean mail service between the United States and foreign ports, and to promote commerce.	
3904	To fix the rate of postage on periodical publications containing the print or reprint of books. (Mr. Colquitt.)	
3905	Regulating rates of postage on second-class mail matter at letter-carrier offices. (Mr. Colquitt.)	
3941	Granting leaves of absence to clerks and employes in first and second class post-offices. (Mr. Sawyer.)	On Senate Calendar.
3942	To amend section 5478 of the Revised Statutes of the United States fixing penalty for burglary of a post-office.	Passed Senate. In House of Representatives Committee on the Judiciary.
3943	To pay employes of the Post-Office Department additional compensation for extra hours of duty required of them in the year 1885. (Mr. Sawyer.)	
3996	To repeal sections 3952 and 3953 of Revised Statutes of the United States. (Mr. Sawyer.)	
	Relating to contracts for carrying mails.	
4007	To amend section 3829 of the Revised Statutes. (Mr. Sawyer.)	
	Prescribing penalty for maintaining an unauthorized post-office.	
4030	To amend sections 3834, 3836, and 3837 of the Revised Statutes, and for other purposes.	Passed Senate. In House of Representatives Committee on Post-Offices and Post-Roads.
	Suretyship on postmaster's bonds.	
4040	To limit the hours of work of clerks and employes in first and second class post-offices. (Mr. Hiscock.)	
4041	Granting leaves of absence to clerks and employes in first and second class post-offices. (Mr. Hiscock.)	
4086	To increase the pay of letter-carriers. (Mr. Evarts.)	
4150	Amendatory of and supplemental to sections 3952 and 3953 of the Revised Statutes of the United States and of the act of Congress approved June 23, 1874, entitled "An act making appropriations for the service of the Post-Office Department for the year ending June 30, 1875, and for other purposes." (Mr. Sawyer.)	
	Release of bidders on acceptance of a bid.	
4224	To establish a limited post and telegraph service, and for other purposes. (Mr. Sawyer.)	On Senate Calendar.
4283	To provide for granting leaves of absence to employes of the Post-Office Department employed in the mail-bag repair shops connected with said Department. (Mr. Sawyer.)	
4322	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Sawyer.)	Has become a law.
4365	To enable the Postmaster-General to test the practicability of extending the free-delivery system to offices of fourth class and other offices. (Mr. Sawyer.)	Became law in another form. (See House Res. 218.)

HOUSE BILLS AND RESOLUTIONS.

No.	Title, and by whom introduced.	Remarks.
Res. 10.	Proposing an amendment to the Constitution making it possible to provide for the election of postmasters by the people. (Mr. Shively.)	
20	Proposing an amendment to the Constitution of the United States providing for the election of postmasters by the people in the several States. (Mr. Flower.)	
128	Constructing part of act of March 2, 1889, making appropriations for the office of Second Assistant Postmaster-General. (Mr. Bingham.)	Has become a law.
179	Continuing in effect chapter 1065 of the acts passed at the first session of the Fiftieth Congress. (Mr. Stockbridge.)	
	To obtain new lock for registered mail matter.	
218	To allow the Postmaster-General to expend \$10,000 to test at small towns and villages the system of the free-delivery service, and for other purposes. (Mr. Bingham.)	Has become a law.
281	To authorize the Postmaster-General to transport the Australian closed mail from San Francisco to New York for Great Britain at reduced rates or free of cost. (Mr. Bingham.)	On House Calendar.
Bill 26	To reduce the postage on certain letters. (Mr. Wheeler.) One cent per half ounce within State in which letters are mailed.	
176	To provide for post-office buildings. (Mr. Blount)	On Calendar of Committee of Whole House on state of Union.
198	To reduce letter postage to 1 cent per ounce. (Mr. Post.)	
213	For the relief of the letter carriers. (Mr. Lawler.) Pension for disability or twenty years' service.	
228	To create the postal telegraph of the United States. (Mr. Anderson.)	
233	Amending section 10 of an act approved March 3, 1879, making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1880, and for other purposes. (Mr. Owen.) Catalogues of institutions of learning, and reports of religious associations, to be entitled to certain privileges in the mails.	
241	To prohibit the mailing of newspapers and other publications containing lottery advertisements, and prescribing a penalty for the violation of the same. (Mr. T. M. Browne.)	
242	To amend sections 3929 and 4041 of the Revised Statutes authorizing the Postmaster-General to prohibit the delivery of registered letters and the payment of money-orders, and providing for the return of the same. (Mr. T. M. Browne.)	
341	To provide for the erection of post-office buildings in cities, towns, and villages of 3,000 inhabitants or more, and for other purposes. (Mr. Perkins.)	
353	To provide for the erection of public buildings in certain towns and cities in the United States. (Mr. Peters.)	
359	To pay dependent relatives of persons killed by accident engaged in the Railway Mail Service, and to compensate for injuries received. (Mr. Peters.)	
371	To amend section 3904, chapter 4, title 46, of the Revised Statutes of the United States. (Mr. Canuth.)	
	To provide for erection of post-office buildings in cities, towns, and villages of 3,000 inhabitants or more.	
443	To authorize the Post-Office Department to forward mail matter upon which postage is not prepaid. (Mr. Morse.)	
471	Providing for 1 cent per ounce postage on first-class matter. (Mr. Brewer.)	
483	To create the board of public buildings and to provide for the erection of public buildings in cities of less than 100,000 inhabitants. (Mr. Cutcheon.)	
494	Providing for letter postage on drop letters at 1 cent each at post-offices where free delivery is established. (Mr. O'Donnell.)	
543	Relating to the postmasters at Presidential offices. (Mr. Connell.)	
	To allow postmasters 10 per cent. interest for use of fixtures.	
546	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded three thousand dollars annually. (Mr. Connell.)	
557	Authorizing reports of societies of an agricultural character to be carried at newspaper rates of postage. (Mr. Buchanan, of New Jersey.)	

HOUSE BILLS AND RESOLUTIONS—Continued.

No.	Title, and by whom introduced.	Remarks.
Bill 574	Regulating the rate of postage on first-class matter. (Mr. Baker.)	
622	Reducing the rate to 1 cent per ounce.	
648	Providing for the payment of mail service in the States of Alabama, Arkansas, North Carolina, and other Southern States. (Mr. Ewart.)	
780	To reduce letter postage from 2 cents to 1 cent, and the price of postal cards from 1 cent to one-half cent each. (Mr. Henderson, of N. C.)	
803	To amend section 4004 of the Revised Statutes relating to the Railway Mail Service. (Mr. Dibble.)	
867	Pay to railroads for postal-car service.	
871	To pay employes of the Post-Office Department additional compensation for extra hours of duty required of them in the year 1885. (Mr. Houk.)	
874	To reduce the postage on fourth-class matter. (Mr. Grout.)	
874	Postage on seeds, etc., to be 1 cent for 4 ounces.	
874	Relating to the postal money-order system. (Mr. Grout.)	
874	Fees for money-orders.	
874	To enable the people to name their postmasters. (Mr. Grout.)	
874	To establish post-office savings-banks as a branch of the Post-Office Department. (Mr. McComas.)	
1600	To establish a postal-telegraph system in the United States. (Mr. McComas.)	
3273	To increase the compensation of fourth-class postmasters. (Mr. Wheeler.)	
3290	To designate, classify, fix the salaries, and regulate the appointment and employment of officers, clerks, and employes at Presidential post-offices. (Mr. Funston.)	
3318	To reduce the postage on fourth-class matter. (Mr. Bingham.)	
3321	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Bingham.)	
3322	To extend the free-delivery system of the Post-Office Department, and for other purposes. (Mr. Bingham.)	
3323	To amend section 389, Revised Statutes, to provide for the appointment of additional officers and employes in the Post-Office Department, and for other purposes. (Mr. Bingham.)	
3723	In relation to the officers and employes of the Railway Mail Service. (Mr. Connell.)	
3820	To provide for post-office buildings in all places where the gross receipts of any post-office for two years or more shall have exceeded \$3,000 per annum. (Mr. Lane.)	
3833	Concerning official correspondence with the Departments of the Government. (Mr. Springer.)	
3863	To increase the pay of letter carriers. (Mr. Chipman.)	
3875	To amend, section 7 of the act entitled "An act establishing post-rails, and for other purposes," approved March 3, 1877. (Mr. Cutsbeon.)	
3883	To provide for the appointment, organization, and compensation of the inspective force of the Post-Office Department. (Mr. Dockery.)	
4651	To provide for the erection of public buildings for post-offices in towns and cities where the post-office receipts for three years preceding have exceeded \$3,000 annually. (Mr. McCord.)	
4973	To provide for ocean mail service between the United States and foreign ports. (Mr. Bingham.)	
4974	To reclassify and fix the salary of persons in the Railway Mail Service, known as railway postal clerks. (Mr. Bingham.)	
4975	Providing for the appointment of an assistant general superintendent and a chief clerk, Railway Mail Service. (Mr. ———.)	Has become a law.
4977	To provide a postage-stamp redemption card. (Mr. Bingham.)	
5389	To amend act of May 7, 1878, section 2, volume 20, Statutes at Large, and so forth. (Mr. McClammy.)	
5403	To require mail contractors to reside on or contiguous to mail routes on which they perform service.	
5403	To provide for the better compensation of postmasters of fourth-class post-offices of the United States. (Mr. Stockdale.)	

HOUSE BILLS AND RESOLUTIONS—Continued.

No.	Title, and by whom introduced.	Remarks.
Bill 5971	To provide for the erection of post-office buildings in cities where the gross receipts of the post-office for three years preceding have exceeded \$3,000 annually. (Mr. Post.)	
6448	Granting leaves of absence to clerks and employes in first, second, and third class post-offices. (Mr. Ketcham.)	
6449	To limit the hours of work of clerks and employes in first, second, and third class post-offices. (Mr. Ketcham.)	
6478	To provide for post-office buildings. (Mr. Turpin.)	
7019	To punish dealers and pretended dealers in counterfeit money and other fraudulent devices for using the United States mail. (Mr. Clunie.)	
7021	To amend section 389 of the Revised Statutes, to provide for the appointment of additional officers in the Post-Office Department. (Mr. Bingham.)	On Calendar of Committee of the Whole House on the state of the Union.
7022	To provide for the employment of twenty-six supervisors of post-offices. (Mr. Bingham.)	On Calendar of Committee of the Whole House on the state of the Union.
7023	To provide for a general manager of the post-office. (Mr. Bingham.)	
7024	Regulating rates of postage on second-class mail matter at letter-carrier offices. (Mr. Bingham.)	
7053	To fix the salaries of certain subordinate officers of the Post-Office Department. (Mr. Hopkins.)	
7847	To authorize the payment of salary to letter carriers who are not allowed leave of absence. (Mr. Hayes.)	
7427	To amend the act of June 27, 1884, to fix the pay of substitute letter carriers, and for other purposes. (Mr. Taylor.)	
7428	To amend section 3 of the act of August 2, 1882, to fix the pay of letter carriers, and for other purposes. (Mr. Taylor.)	
7429	To amend the act entitled "An act to extend the free-delivery system of the Post-Office Department, and for other purposes. (Mr. Taylor.)	
7556	To fix the pay of letter carriers at certain offices. To improve the mail service. (Mr. Bingham.)	
7557	To contract for foreign steam-ship service. To amend an act approved May 9, 1888, entitled "An act to amend an act entitled 'An act authorizing the Postmaster-General to adjust certain claims of postmasters for loss by burglary, fire, or other unavoidable casualty,'" approved March 17, 1882. (Mr. Bingham.)	
7558	To fix the rate of postage on periodical publications containing the print or reprint of books. (Mr. Bingham.)	On House Calendar.
7566	To fix the salaries of certain subordinate officers of the Post-Office Department. (Mr. Hopkins.)	On Calendar of Committee of the Whole House on the state of the Union.
7707	To regulate the appointment of fourth-class postmasters. (Mr. Lodge.)	
7846	To provide for the establishment of Government telegraphs. (Mr. Taylor.)	
8054	To provide for granting leaves of absence to employes of the Post-Office Department employed in the mail-bag and mail-lock shops connected with said Department. (Mr. Caldwell.)	
8293	To simplify the classification of mail matter. (Mr. Lodge.)	
8299	To reclassify and fix the salary of persons in the Railway Mail Service known as postal clerks. (Mr. Caldwell.)	On Calendar of Committee of the Whole House on the state of the Union.
8976	Amending section 3893 of the Revised Statutes relating to excluding obscene and immoral literature from the mails. (Mr. Sweeney.)	
8987	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Hansbrough.)	
9177	To provide for the return of second-class mail matter. (Mr. Bingham.)	On House Calendar.
9219	To reclassify and fix the salaries of persons in the Railway Mail Service known as postal clerks. (Mr. Cheadle.)	
9264	To amend section 3957 of the Revised Statutes of the United States relating to the transportation of mails, and for other purposes. (Mr. La Follette.)	
9794	To repeal sections 3952 and 3953 of Revised Statutes of the United States. (Mr. Wilson, of Kentucky.)	Laid on table.
9856	Relating to contracts for carrying the mails. Making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1891.	Has become a law.

HOUSE BILLS AND RESOLUTIONS.—Continued.

No.	Title, and by whom introduced.	Remarks.
Hll 9981	To amend section 3893 of the Revised Statutes of the United States, and for other purposes. (Mr. Henderson.)	
10698	Prohibiting mailing of obscene publications.	
10433	Granting leaves of absence to clerks and employes in first and second class post-offices.	Has become a law.
10481	To amend chapter 92, laws of 1883, approved March 3, and further amended by chapter 225 of the laws of 1885, approved March 3, 1885, in relation to fixing the rate of letter postage in cities with a population of 10,000 or over. (Mr. Quinn.)	
10517	To increase the pay of letter carriers. (Mr. Wade.)	
10723	To amend section 5478 of the Revised Statutes. (Mr. Bingham.)	On House Calendar.
10762	To authorize postmasters to administer oaths and take acknowledgments in pension cases. (Mr. Hall.)	
11600	To amend section 3829 of the Revised Statutes. (Mr. Bingham.)	
11044	Prohibits unauthorized post-offices.	
11092	To amend an act entitled "An act to adjust the salaries of postmasters," approved March 3, 1883. (Mr. Miliken.)	
11226	Fixes the salary of postmaster at Augusta, Me.	
11527	A bill to re-adjust the salary and allowances of the postmasters at Guthrie, Oklahoma, and Kingfisher, in the Territory of Oklahoma.	Substitute for 3847, 4787, and 5023. On Calendar of Committee of the Whole House on state of Union.
11589	Granting authority to postmasters to administer oaths in certain pension cases, and for other purposes. (Mr. Smith, of Illinois.)	
11620	To limit the hours of work of clerks and employes in first and second class post-offices. (Mr. Ketcham.)	Substitute for 6449. On Calendar of Committee of the Whole House on state of Union.
11653	To amend chapter 1065 of the acts of the first session of the Fiftieth Congress.	Passed House of Representatives. Pending in Senate Committee on Post-Offices and Post-Roads.
11730	To amend certain sections of the Revised Statutes relating to lotteries, and for other purposes. (Mr. Caldwell.)	Substitute for 177, 241, 242, 3321, 8987. Has become a law.
11744	To allow postmasters in first and second class post-offices to suspend clerks and employes therein without pay, not exceeding thirty days, for neglect of duty, and for other purposes. (Mr. Bingham.)	
11927	For the establishment of a first-class mail and steamship service between Tampa, Fla., and Aspinwall, Central America, for a term of five years. (Mr. Taylor.)	
11963	To amend sections 3834, 3836, and 3837 of the Revised Statutes, and for other purposes. (Mr. Bingham.)	
	Sureties on postmasters' bonds.	
	To amend section 3898 of the Revised Statutes of the United States. (Mr. Canuth.)	
	Letter-boxes in railroad stations.	
	For the establishment of a first-class mail and steamship service between New Orleans, La., and Aspinwall, Central America, for a term of five years. (Mr. Coleman.)	
	To prohibit transmission through the mails of obscene, lewd, lascivious, or indecent publications, pictures, models, casts, or instruments, and for other purposes. (Mr. Wickham.)	

APPENDIX C.

REPORT OF HOUSE LETTER-BOX COMMISSION.

Hon. JOHN WANAMAKER,

Postmaster-General, Washington, D. C. :

SIR: The commission appointed by you in June, 1890, for the purpose of recommending a device for letter-boxes for the doors of dwellings, beg leave to submit the following report:

The commission met at the Post-Office Department in this city, October 1, 1890, and held daily meetings until October 11, 1890. Of the members of the commission originally appointed there were present General John M. Corse, postmaster at Boston, Mass.; Mr. C. Van Cott, postmaster at New York, N. Y., and Mr. J. B. Harlow, postmaster at St. Louis, Mo. The other two members appointed by you, Postmaster John W. Ross, of Washington, D. C., and Postmaster G. W. Nott, of New Orleans, La., had left the service since their appointment, and before the convening of the commission and necessarily ceased to be members of the commission. Capt. Henry Sherwood, postmaster at Washington, D. C., was substituted by you for Mr. Ross.

The commission voted to request the appointment of two new members, and at their request you appointed Mr. James E. Bell, superintendent of the delivery division of the post-office at Washington, D. C., and Mr. W. B. Smith, acting inspector, in charge of the Washington division, and W. E. Corbin was ordered to report to the commission as secretary.

Prior to the meeting of the commission the members received large numbers of models and devices for boxes under the terms of the notice by the chairman, as follows:

"The Postmaster-General, in order to increase the efficiency of the free-delivery service, desires to secure a device for a letter-box for the doors of dwellings that will be simple in construction, low priced, and capable of adjustment to the exterior of doors without injuring or defacing them. A letter-box that will fill these requirements will save much of the carrier's time, while increasing the security of the mail to the householder. To this end he has appointed the committee mentioned below, who invite the public to send to either of the members designs, samples, models, or suggestions for a box that will fill the necessary requirements.

"Designs will be received until October 1, 1890, after which date the committee will meet at some point hereafter to be designated to examine the designs, models, and samples submitted by the public, and, after careful consideration, will report to the Postmaster-General the box, in their judgment, best adapted to the purpose.

"The Postmaster-General will probably officially adopt the box or recommend the same to the public for general use. Manufacturers and inventors are respectfully solicited to carefully prepare their designs, models, and samples and forward them within the time above mentioned. It is also desirable that the designs, models, and samples should be accompanied by manuscript description, which will furnish all information necessary for the commission to determine the value of the same."

Subsequently the following notice was issued, and widely circulated through the press:

"POST-OFFICE, BOSTON, MASS.,
"DIVISION I, EXECUTIVE OFFICE OF THE POSTMASTER,
September 20, 1890.

"The commission appointed by the Postmaster-General to secure a suitable house letter-box will convene in Washington, D. C., at the Post-Office Department, Room 42, Floor D, October 1, proximo. All models, plans, etc., must be before the commission by that date, and parties in interest can appear before commission to explain their plans or they can furnish written descriptions, as they prefer.

"JNO. M. CORSE, *Chairman.*"

MODELS AND DESIGNS SUBMITTED.

It was the effort of the commission to give every one who replied to the circular the opportunity to appear and set forth the features of his device. Stenographic reports were made of these statements and were carefully gone over by the commission with a view to give every one a full and fair hearing.

The number of models and designs submitted appears in the following tables:

Number of Boston models	63
Number of New York models	50
Number of St. Louis models	59
Number of Washington models.....	215
Total.....	387
 Number of Boston designs.....	 46
Number of New York designs.....	27
Number of St. Louis designs	23
Number of Washington designs.....	81
Total.....	177

To which may be added about two hundred communications containing suggestions of more or less value. Some sixty-five gentlemen appeared personally before the commission, or committee of its members, and explained their models.

THE INEXPERIENCE OF THE COMMISSION.

The commission, on assembling, discovered that owing to their previous limited experience in connection with house letter-boxes they were unable to determine exactly what they wanted, or what the public service required in the shape of a box; and it was not until after a careful examination of many of the models that they could approximate towards anything like the necessary requirements for a box to recommend to the Postmaster-General.

The first process of the commission was one of elimination. Out of about eight hundred models, designs, and suggestions submitted, there were many which were obviously unfit for the use proposed. The consideration of combination boxes for the interiors of large public buildings and tenement houses was deemed subsidiary, if not beyond the scope of the inquiry committed to us. Three times the commission went over the models and designs submitted, each time reducing the number by rejecting those obviously unsuitable.

ESSENTIAL REQUIREMENTS OF A SATISFACTORY BOX.

The commission, after mature deliberation, outlined the essential requirements of a satisfactory box as follows:

- (1) It should be of small cost.
 - (2) It should be neat in appearance.
 - (3) It should protect the contents against rain, sleet, snow, and dust.
 - (4) It should furnish reasonable security against removal of the letters by thieves, and against the removal of exterior boxes from doors or walls.
 - (5) It should be as simple as possible in its manner of operation.
 - (6) The lid or cover of the box should be so hung as not to require the carrier to open it or to use more than one hand in depositing the mail.
 - (7) The box should mar the door as little as possible.
 - (8) The box should have an attachment of some character for the reception of papers.
 - (9) It should disclose the presence of mail matter without being opened.
- These are the affirmative requirements of a suitable box.

Among the designs rejected are all those which provide for opening the box by the opening of the house door. With these boxes the contents are always exposed when the house door is open, and they are unsuitable for general use. Boxes providing for the collection of mail were also rejected as not entirely within the scope of our inquiry. The commission discusses their possible use later on in the report. The element of cost is obviously important if the box is to be adopted for general use at private expense, or at the expense of the Government. Neatness in appearance is also so obviously a requirement as not to need discussion.

Many of the boxes submitted are not as secure as they should be against dirt and wet, and many more disregard the essential requirements of security against thieves. A simple opening is not an adequate safeguard against thieves. The expert letter thief uses wires, waxed sticks and many other ingenious devices to extract letters from open boxes, and the form adopted should be one which throws the letter into such a position that it can not be withdrawn by these devices. The box should also be strong enough to resist easy breaking, or removal of the fastenings, so that it can not be taken away without being opened. For this purpose, the box which is fastened onto the wall from the inside, so that the fastenings can only be reached by unlocking the box, is preferable to one which is secured or fastened to the wall from the outside of the box. Simplicity of mechanism is as important as low cost, or security against theft. Indeed, there should be no mechanism at all. Springs and similar devices are liable to get out of order and to be costly for repairs. A device for common use should be dependent upon nothing more complicated than hinges and the force of gravity.

The requirement that the carrier shall be able to place mail in a box without touching it is disregarded in many of the models. This requirement is of special importance for the convenience of the carrier and promptness of delivery. A lid which has to be lifted, or a door which has to be opened, obliges the carrier to use both his hands, one of which is usually loaded with his mail-bag, while the other holds the mail which he desires to slip into the box. The arrangements should be such that he should be obliged to use only the hand which holds the packet of mail to be delivered, and that the covering should yield readily to the pressure of the mail and close automatically after it has fallen into the box. The reasons why the box should not mar the door are sufficiently obvious.

The importance of providing for newspapers and packages is second only to that of providing for letters. If the carrier is obliged to summon the occupant of the house every time he delivers a paper he will be obliged to do it on almost every trip, and the saving of time by the adoption of the box system will be very small. The commission can not recommend any system which leaves papers or packages which can be delivered by carriers to the mercy of passers-by. It is essential, therefore, that some provision should be made for papers of the ordinary size which are taken out by carriers.

The provision for disclosing the presence of mail matter without opening the box is for the convenience of those using it on the interior, and requires no special discussion. This requirement has been disregarded in many of the models, while others have made satisfactory provision for disclosing the presence of mail matter without showing it fully to curious and unauthorized eyes.

Your commission, after mature deliberation and comparison of the different boxes, were led to the conclusion that no one of them had sufficient merit to justify recommending it for general adoption. In addition, they think that no one pattern of box will serve every purpose. The models and designs logically separate themselves into outside boxes and inside boxes, and boxes for tenement houses.

The commission decided that, so far as they are able to make a recommendation at the present time for an inside box, it should be simply for the adoption of a door-plate or letter-slot which should meet the requirements of small cost and simplicity, security from theft, and protection against the weather. The decision to recommend

a door-plate makes the problem simpler, and excludes the necessity for considering several of the requirements in the case of an exterior box.

A door-plate presents a simple enough appearance on the outside, and the chief question regarding it is the arrangement of the lid. This involves more consideration than might at first appear. It involves protection against the weather, and if there is an interior box behind the lid it involves also protection against the removal of the letters by wires, waxed sticks, etc. Protection against the weather is not always afforded by the simple device of a lip hanging on a hinge upon a flat opening. A better device is one which provides for an incline on the outside of the lip and a lid hinged at the bottom, so that the letters are pushed upward, instead of one hinged at the top. It is important that the lid should be so arranged that the force of gravity should always carry it back tight against the opening instead of leaving it open, or hanging loosely.

SUGGESTIONS.

The commission decided to bring to your attention three models providing for the closing of the lid by force of gravity, one presented by A (see Appendix), one presented by B (see Appendix), and one presented by C (see Appendix), which has been designated as No. 215 W. The device of A seems to come nearest to the requirements which we have set forth. The opening is sunk into the door, giving a beveled edge below so as to protect the inside against the weather and dust. There is no mechanism, but a slight pressure opens the lid at the upper edge, and a skillful construction of the lid carries it back promptly and closely into position. The adoption of such a door-plate leaves it optional with the occupants of the dwelling to choose such a box upon the interior of the house as suits their convenience. They need have no box at all, and the letters can be allowed to fall upon the floor, as is done in many offices and dwellings, or they can have a box of wire or basket work open to everybody. If security against interior occupants is desired the box-holder can choose a box with a key, which completely covers the mail, or one which leaves it partly visible.

INTERIOR BOXES.

While not able to recommend any particular box, we invite attention to a few which suggest possible forms for interior use. One of them is marked No. 105, and the model is furnished by D (see Appendix). The feature of this box is a swell at the top which enables the mail to be inserted through a slot upwards. The mail then drops to the bottom of the box. The character of the slot affords a measure of protection against outside thieves. Another of the boxes to which we invite your attention is No. 11, presented by E (see Appendix). This is simply a basket or cage of wire with a padlock. Another box is No. 80a, presented by F (see Appendix). It is a rectangular wooden box, of the simplest pattern, opening on the inside of the house by a door. Another box is that of G (see Appendix), and illustrates a form of box which collapses and falls against the wall when the mail is removed. This is made of a chain netting, and seems to be of the simplest of that class of boxes presented. It collapses simply by the force of gravity. These boxes are presented to your attention to illustrate the extreme variety of forms brought before the commission. None of them meet all of the requirements, and we do not recommend any one of them for adoption; they illustrate ideas only.

EXTERIOR BOXES.

The exterior boxes to which we invite your attention are nearly complete in themselves, and exclude the use of the door slot. One of them, No. 54d, is presented by H (see Appendix). We recommend this, with a modification, by the adoption of the paper attachment as shown in No. 54e. This box, as presented to the commission, is

fed from the bottom by the simple insertion of the mail, and has more of the elements of security and convenience than any of the other boxes presented. The box No. 54e has merits, but would be improved by the substitution of teeth like those in No. 54d for the blade where the mail is inserted at the bottom. The box No. 54a has a bell attachment which rings as the back of the box drops under the pressure of the mail matter. This is a box which is open when the mail is in it. All three of these boxes are presented by the agent of H. Additional to these, we invite your attention to box No. 203, patented by K (see Appendix). Mail can be inserted under the lid without lifting it, by a separate movement, and there is a wire attachment for holding papers. An illustration of the simplicity with which a mechanical device can be arranged is furnished by a design (No. 45 B) submitted by L (see Appendix).

The adoption of these exterior boxes necessarily excludes the use of the door slot, and would interfere with a perfectly uniform system if the slot were adopted. Some of these boxes could be used with advantage in large office buildings where the mail is comparatively secure from the weather and from theft, and others might be used on the outside of buildings if the occupants saw fit to take the risk. In adopting a design for general use, uniformity is desirable to assist the carrier, and save time, where the conditions permit uniformity.

ANNUNCIATORS.

The commission has thought proper to invite your attention, without recommendation, to the merits of two systems of electrical annunciators. In one of these, that of "M." (see Appendix), the presence of mail is indicated by the ringing of a bell and the falling of a card, which remains in position until replaced. The card bears the word "Mail," and indicates when one returns to his office that some mail has been left in the box for him. The other system, that of "N." (see Appendix), enables one to tell by pressure of a button whether mail is in the box at the entrance of the door. If there is no mail the bell fails to ring; if there is mail the pressure on the knob produces a ring, caused by the weight of the mail closing the electric circuit.

GENERAL CONSIDERATIONS.

The consideration of the subject submitted to us has elicited from the commission a desire to call your attention to some suggestions of a broader scope which have been made in the course of our investigations and may merit your attention.

Several of these are made by "O." (see Appendix), who seems to have given much intelligent and fruitful study to the subject of the postal service. In design No. 70, submitted by him, he urges the general adoption of a house box for collection as well as delivery. This suggestion is not altogether new, and involves consideration of the extension of the collecting force and new methods of both collection and delivery. "O." suggests that a house-to-house collection would enable people to mail their own letters who now have to intrust them to messengers, and would prevent many losses in this way which now go unexplained. The ability to mail letters without going outside of one's doors, it is also suggested, would greatly increase the use of the mails and perhaps pay for the probable increase in the expense by the increase of business. Many more letters would certainly be written if they were collected at each house and promptly taken to the post-office for delivery. A house-to-house collection would involve a reorganization of the carrier and collecting service, but might prove quite as practicable as the existing system. The carrier might with little loss of time, if proper boxes were provided, collect at each house at the same time that he delivered, and in order to avoid becoming overloaded might deposit his collections in receptacles like the street letter-boxes which could be frequently visited by collection wagons. It might be found more advantageous to have the collecting done by a different corps of men, but the advantages and disadvantages of both methods could readily be determined by a few experiments. It would seem that the increased cost of such a system ought not to be great, for the letters have to be collected from some point under the existing system and the multiplication of collection places would be com-

pen­sated by the smallness of the collections at each place and the increased convenience of the public.

The designs of "O." include a system of scales in each box, depending upon a simple system of gravity, by which the proper postage upon the mail matter can be readily determined. Such suggestions involve changes in the postal service so radical that it is beyond the scope of our powers to do more than bring them to your attention; but they look in the direction of making the postal service the faithful servant of the public, which supports it, and keeping its development abreast with the improvements in the other appliances of modern life. While it may not be possible to adopt such plans at once, they embody ideas which may some time be of use in the improvement of the service, which has been so rapid under your intelligent direction.

CONCLUDING RECOMMENDATION.

We are not prepared to recommend the adoption by the Post-Office Department of any of the devices submitted to us. It would seem that an intelligent consideration of the subject by post-office officials and inventors ought to discover improvements upon anything which has been presented. We would respectfully recommend that no official action be taken at present, but that the subject be left open and that the requirements for a box similar to those suggested by the commission in this report be laid before inventors and others interested, as far as possible, and models solicited based upon these requirements, or that such steps be taken as may occur to the Postmaster-General to complete the consideration of the subject.

We beg to call your attention to the faithful co-operation in our labors of the Chief Clerk of the Department, Mr. W. B. Cooley, and also the diligence and fidelity of Mr. W. E. Corbin, secretary of the commission; and Mr. Zane, stenographer.

C. VAN COTT,

Postmaster, New York, N. Y.

J. B. HARLOW,

Postmaster, St. Louis, Mo.

HENRY SHERWOOD,

Postmaster, Washington, D. C.

JAMES E. BELL,

Superintendent Delivery, Washington, D. C.

W. B. SMITH,

Acting Inspector in Charge, Washington, D. C.

JNO. M. CORSE (Chairman).

Postmaster, Boston, Mass.

WASHINGTON, October 13, 1890.

APPENDIX.

A.—A. S. Johnson, Waterford, Saratoga County, N. Y.

B.—A. B. Miller, Herbst, Grant County, Ind.

C.—Without name or address.

D.—H. C. Kromer, 917 Linden avenue, Baltimore, Md.

E.—Yale and Towne Lock Company, Hartford, Conn.

F.—A. Dalstrom, Ashton, Mich.

G.—W. D. Doremus, Washington, D. C.

H.—James S. Mason & Co., 101 Portland street, Boston, Mass.

K.—Hart Manufacturing Company, Detroit, Mich.

L.—Mrs. George E. Bender, Chicago, Ill.

M.—A. F. Carmen, Washington, D. C.

N.—American Electric Letter Box Company, Boston, Mass.

O.—Edward S. May, 1815 Linden street, Washington, D. C.

APPENDIX D.

LOTTERY ACT WHICH WENT INTO EFFECT SEPTEMBER 19, 1890.

AN ACT to amend certain sections of the Revised Statutes relating to lotteries, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-eight hundred and ninety-four of the Revised Statutes be, and the same is hereby, amended to read as follows:

"SEC. 3894. No letter, postal-card, or circular concerning any lottery, so-called gift concert, or similar enterprise offering prizes dependent upon lot or chance, or concerning schemes devised for the purpose of obtaining money or property under false pretenses, and no list of the drawings at any lottery or similar scheme, and no lottery ticket or part thereof, and no check, draft, bill, money, postal-note, or money-order for the purchase of any ticket, tickets, or part thereof, or of any share or any chance in any such lottery or gift enterprise, shall be carried in the mail or delivered at or through any post-office or branch thereof, or by any letter-carrier; nor shall any newspaper, circular, pamphlet, or publication of any kind containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance, or containing any list of prizes awarded at the drawings of any such lottery or gift enterprise, whether said list is of any part or of all of the drawing, be carried in the mail or delivered by any postmaster or letter-carrier. Any person who shall knowingly deposit or cause to be deposited, or who shall knowingly send or cause to be sent, anything to be conveyed or delivered by mail in violation of this section, or who shall knowingly cause to be delivered by mail anything herein forbidden to be carried by mail, shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine of not more than five hundred dollars or by imprisonment for not more than one year, or by both such fine and imprisonment, for each offense. Any person violating any of the provisions of this section may be proceeded against by information or indictment, and tried and punished either in the district at which the unlawful publication was mailed or to which it is carried by mail for delivery according to the direction thereon, or at which it is caused to be delivered by mail to the person to whom it is addressed."

SEC. 2. That section thirty-nine hundred and twenty-nine of the Revised Statutes be, and the same is hereby, amended to read as follows:

"SEC. 3929. The Postmaster-General may, upon evidence satisfactory to him that any person or company is engaged in conducting any lottery, gift enterprise, or scheme for the distribution of money or of any real or personal property by lot, chance, or drawing of any kind, or that any person or company is conducting any other scheme or device for obtaining money or property of any kind through the mails by means of false or fraudulent pretenses, representations, or promises, instruct postmasters at any post-office at which registered letters arrive directed to any such person or company, or to the agent or representative of any such person or company, whether such agent or representative is acting as an individual or as a firm, bank, corporation, or association of any kind, to return all such registered letters to the postmaster at the office at which they were originally mailed, with the word 'Fraudu-

lent' plainly written or stamped upon the outside thereof; and all such letters so returned to such postmasters shall be by them returned to the writers thereof, under such regulations as the Postmaster-General may prescribe. But nothing contained in this section shall be so construed as to authorize any postmaster or other person to open any letter not addressed to himself. The public advertisement by such person or company so conducting such lottery, gift enterprise, scheme, or device, that remittances for the same may be made by registered letters to any other person, firm, bank, corporation, or association named therein shall be held to be prima facie evidence of the existence of said agency by all the parties named therein; but the Postmaster-General shall not be precluded from ascertaining the existence of such agency in any other legal way satisfactory to himself."

SEC. 3. That section four thousand and forty-one of the Revised Statutes be, and the same is hereby, amended to read as follows:

"SEC. 4041. The Postmaster-General may, upon evidence satisfactory to him that any person or company is engaged in conducting any lottery, gift enterprise, or scheme for the distribution of money, or of any real or personal property by lot, chance, or drawing of any kind, or that any person or company is conducting any other scheme for obtaining money or property of any kind through the mails by means of false or fraudulent pretenses, representations, or promises, forbid the payment by any postmaster to said person or company of any postal money-orders drawn to his or its order, or in his or its favor, or to the agent of any such person or company, whether such agent is acting as an individual or as a firm, bank, corporation or association of any kind, and may provide by regulation for the return to the remitters of the sums named in such money-orders. But this shall not authorize any person to open any letter not addressed to himself. The public advertisement by such person or company so conducting any such lottery, gift enterprise, scheme, or device, that remittances for the same may be made by means of postal money-orders to any other person, firm, bank, corporation, or association named therein shall be held to be prima facie evidence of the existence of said agency by all the parties named therein; but the Postmaster-General shall not be precluded from ascertaining the existence of such agency in any other legal way."

Approved, September 19, 1890.

INSTRUCTIONS TO POSTMASTERS.

1. Section 3894, above quoted, applies to any letter, ordinary or registered, if it concerns any lottery, gift concert, or scheme described in the section, and to lottery tickets, checks, drafts, bills, money, postal-notes, or money-orders for the purchase of lottery tickets, or any share or chance in a lottery or gift enterprise, and to the list of the drawings at any lottery or similar scheme, and forbids the carrying of them in the mails or the delivery of them from post-offices.

2. The seal of a letter, or of any sealed packet prepaid at letter rates, must not be disturbed for the purpose of ascertaining if its transmission in the mail or its delivery at a post-office is forbidden by the provisions of this act. Nor will the mere suspicion that such a letter or packet relates to a lottery, or the fact that it is addressed to any person known to be engaged in the business of conducting a lottery, justify its detention or non-delivery, except that the delivery of registered letters at the office of destination shall be withheld when the Postmaster-General has issued specific orders, under the provisions of section 3929, to that effect.

3. Postal-cards and circulars unsealed, and all other unsealed matter, may, when suspected of having been deposited or mailed in violation of the provisions of this act, be examined for the purpose of ascertaining their character.

4. The mailing of matter interdicted by this act by citizens to lottery companies and their representatives is as clear a violation of the law as the mailing of such matter by lottery companies to their customers or other persons.

5. When it is known at the time of depositing them for mailing that postal-cards or circulars are unmailable under the provisions of section 3894, above quoted, the postmaster should decline to receive them. If they be found in a post-office and the sender is unknown to the postmaster, or if they be discovered in the mail *in transit*, they should be withdrawn and marked or stamped "fraudulent" and sent to the Postmaster-General, accompanied by a special report from the postmaster explaining the reasons for their detention.

6. The provisions of this act apply to letters, postal-cards, and circulars concerning lotteries, or similar schemes, that come in the mails from foreign countries, and such matter so received should be treated as if it originated in the United States.

7. Matter sent in violation of the provisions of section 3894, discovered by postmasters at intermediate offices, should be withdrawn from the mail and disposed of in the same manner as if it had been discovered by the postmaster at the office of mailing or the office of delivery. But postmasters at intermediate offices should not delay the transmission of other mail in making special search for anything declared by this act to be unmailable.

8. Newspapers, pamphlets, and publications of all kinds, bearing date before or since the nineteenth day of September, 1890 (at which date the act took effect), which contain the advertisement of any lottery, gift enterprise, or similar scheme, or the whole or part of the list of prizes awarded at the drawings of lotteries or similar schemes, are by the provisions of this act denied carriage in the mails; or delivery to subscribers, addressees, or to any other person, or as "sample copies." Postmasters should refuse to receive them from publishers or to deliver them if by inadvertence they reach the office of destination. When found by postmasters in the mail *in transit*, they should be held until a report concerning them can be made to the Postmaster-General, and instructions received from him as to the disposing of them.

9. Foreign newspapers, pamphlets, and publications of all kinds containing printed matter forbidden by the provisions of this act should be treated as if they were published in the United States.

10. Clerks in the Railway Mail Service discovering matter the carriage of which is forbidden by the provisions of this act should withdraw and forward it to their respective division superintendents. Division superintendents should treat such matter in the same manner as postmasters are herein instructed to treat it.

11. The term "lottery," as used in this act, embraces all kinds of schemes, general or local, for the distribution of prizes by lot or chance, such as gift exhibitions, enterprises, concerts, raffles, or the drawing of prizes in money or property at fairs. Hence, letters, postal cards, and circulars concerning them, and newspapers, pamphlets, and other publications containing advertisements of them, are unmailable.

12. The provisions of section 3929, relating to registered letters, and of section 4041 relating to money-orders (both of which sections are set out in full in the preceding copy of the act), apply to such matter at offices of delivery only, and are to be enforced upon the direct orders of the Postmaster-General.

13. Postmasters and other postal officials and employes are expected to be diligent in carrying out the foregoing instructions for the enforcement of the provisions of this act.

JNO. WANAMAKER,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., October 3, 1890.

THE ATTORNEY-GENERAL'S LETTER WITH REFERENCE TO GUESSING CONTESTS.

DEPARTMENT OF JUSTICE,
Washington, October 31, 1890.

SIR: In response to the inquiries made under date of the 6th instant as to whether advertisements in newspapers of the "guessing contest," in its various phases, are in violation of section 3894 of the Revised Statutes, as amended by the act of September 19, 1890, I submit this answer:

With other inclosures you transmit the advertisement of the Cincinnati Enquirer setting forth one of these projects in detail, and as this exhibit presents the material question quite distinctly, I will make use of it for the purposes of this answer.

The scheme or "enterprise" advertised by the Enquirer is, that it will give to the sender of the first "guess" giving the correct, or nearest correct, number of votes of the Democratic and of the Republican candidates respectively, for the office of secretary of state for the State of Ohio at the next election, \$100 each, and to the sender of the second correct or nearest correct guess (if no correct guesses are received) of the vote of either candidate, \$50 each, and to the sender of the third correct guess or nearest correct guess (if no correct guesses are received), \$25 for each candidate, and \$5 each to the senders of the next fifteen correct or nearest guesses (if no correct guesses are received) on each candidate—thus offering to give the amount of \$500 to thirty-six persons.

A blank form set forth provides for the writing in of the number of votes that the person competing shall see fit to designate, and for entering his name and residence. The designating period is to end with the day upon which the election is held. The caption of the advertisement is "Thousands in it," and it is announced that "if no correct guesses are received the nearest correct guess will be entitled to the prize."

The scheme of this newspaper requires that all "guesses" shall be upon blanks cut from copies of its issues, and the guess must be sent in within a limited time.

It is provided that any person may guess, and that each may guess every day and as many times each day as the person shall see fit to do so.

If this offer were not made in good faith it would be a scheme devised for obtaining money under false pretenses. Being made in good faith, the gifts are doubtless offered with the purpose of increasing directly as well as indirectly the sale of the issues of the newspaper, and of rendering its business of increased value to those who offer the prizes.

The statute reads as follows:

"No letter, postal-card, or circular concerning any lottery, so-called gift concert, or other similar enterprise offering prizes dependent upon lot or chance, or concerning schemes devised for the purpose of obtaining money or property under false pretenses, and no list of the drawings at any lottery or similar scheme, and no lottery ticket or part thereof, and no check, draft, bill, money, postal-note, or money-order for the purchase of any ticket, tickets, or part thereof, or of any share or any chance in any such lottery or gift enterprise shall be carried in the mail or delivered at or through any post-office or branch thereof, or by any letter carrier; nor shall any newspaper, circular, pamphlet, or publication of any kind containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance, or containing any list of prizes awarded at the drawings of any such lottery or gift enterprise, whether said list is of any part or of all of the drawings, be carried in the mail or delivered by any postmaster or letter-carrier."

The prohibition directly material to this inquiry, is:

"Nor shall any newspaper * * * or publication * * * containing any advertisement of any lottery or gift enterprise of any kind offering prizes dependent upon lot or chance * * * be carried in the mail or delivered by any postmaster or letter carrier."

In construing this law it is not to be forgotten that it is not only penal, but that it is in derogation of the right or privilege usually accorded to citizens in the use of

the mails. It is, therefore, to be strictly construed as against the Government. It is clear that the statute is directed against only such enterprises as are "dependent upon lot or chance."

It will hardly be contended that the enterprise under consideration was dependent upon lot. Was it dependent upon chance, within the meaning of the statute? It seems to me this question must be answered in the negative. In a certain sense and in a certain degree, perhaps, any prediction as to human action may be said to be dependent upon chance; that is to say, that it is in some measure dependent upon circumstances the happening of which can not be anticipated or foretold with any degree of certainty. But, at the same time, it can not be said that a prediction that a man who has lived a life of uprightness for fifty years will, during the remainder of his life, continue so to live, or that a man who has been a successful business man for fifty years will so continue, or that a man who has maintained certain opinions, religious, political, or economical, will continue in the same line, is dependent upon chance. It is, of course, quite possible that such man may utterly change his habits of life, business, or opinions, but such change will not be purely matter of chance.

So with regard to the case in hand. A student of statistics might know approximately the number of Republican votes and the number of Democratic votes in the State of Ohio; he might approximate the ratio in which one and the other might increase or decrease in a given year. It is quite likely that his estimates would often be wide of the mark, but it would not be by reason of chance, but by reason of causes in regard to which he had formed erroneous estimates. It would hardly do to say that a child, or a school boy, could form as correct an estimate in the matter as an experienced politician who had been giving weeks and months of steady attention to the consideration of the question. But, without further elaboration, I am quite clear that estimates made upon the probable political action of the people in a given State in a pending election can not be said to be dependent upon chance, within the meaning of this statute; and that, therefore, this enterprise was no infraction of the lottery law in question.

In conclusion it may not be improper to say that this law was framed with a view to the suppression of certain well-known and wide-spread agencies for evil; and it is certainly not wise to embarrass its execution by a strained or unnatural construction, in reaching after practices not thought of as a motive for its enactment.

Very respectfully,

W. H. H. MILLER,
Attorney-General.

The POSTMASTER-GENERAL.

APPENDIX E.

ARGUMENT OF THE POSTMASTER-GENERAL BEFORE THE HOUSE AND SENATE COMMITTEES ON PUBLIC BUILDINGS, APRIL 11 AND 12, REGARDING THE POST-OFFICE DEPARTMENT BUILDING AND WASHINGTON CITY POST-OFFICE BUILDING.

In discussing the question of accommodations for the machinery of the postal system, the Departmental building and city post-office seem to me to have a natural relationship, and I shall therefore consider them together in what I have to say. At the outset it is proper to recall the following facts:

The building now occupied by the Post-Office Department, including the Sixth Auditor's Office, was completed about 1866, when the number of post-offices in the United States was 23,828 and the gross revenue of the postal service \$14,336,986. To-day there are over 61,000 post-offices and the revenues of the Department in 1889 amounted to \$56,175,611.18, or four times as much as in 1866, notwithstanding reductions of letter-postage from 3 cents for one-half ounce to 2 cents for an ounce, and still greater reductions on newspapers.

The length of the post-routes in 1866 was 180,921 miles; in 1889 it was increased to 416,159 miles, or nearly two and one-third times the distance. Postmasters were paid in 1866 salaries amounting to \$3,454,677. Last year their salaries aggregated \$13,171,382, or four times as much. The money-order system, started in the latter part of 1864, was in its infancy in 1866, there being then but 766 money-order offices, transacting a business in orders issued of less than \$4,000,000. No arrangements had at that time been made for an international money-order business, and the postal-note had not been devised. To-day there are 8,727 money-order offices, whose combined business amounts to nearly \$140,000,000 annually. The registry business in 1866 was small, the total number of registered pieces being only 275,103, while last year they numbered over 14,000,000. The Railway Mail Service was established in 1865 and was just beginning when the present Department building was finished. The Bureau of Foreign Mails had not been established. Substantially, therefore, most of the great features of the postal service are the creations of the last twenty-five years.

So much has been said of the overcrowded condition of the building now used that it would be needless to repeat it. The broad and undeniable fact is that the present structure is filled to its utmost with people and with material; that a part of the force is working in unfit quarters, and that much of the storage space is dark and not easily accessible. Clerks are working in basement rooms crowded together everywhere, and valuable papers are frequently exposed in hallways. The growing necessities of the service have compelled, from time to time, the taking of outside quarters, and to-day the Department is paying \$20,000 annual rental for Marini's Hall, the E-street Rink, the Money-Order building, the Topographer's Office, and the mail-

lag repair shop, while there are more people quartered in the Department itself than ever before.

The main building, which consists of three stories, with a basement half under ground, contains about 68,000 square feet of floor space available for clerks and 15,000 square feet for storage, mostly in the basement. There is an attic which is dark, and, filled as it now is, with a mass of books and papers, serves only to invite a disastrous fire. The Department is using on the outside five rented buildings of 75,800 square feet of floor space, or only 7,200 square feet less than in the whole of the main building. The owners of the Rink building on E street have notified the Department that the rental will be increased \$2,000 beginning on July 1, next, and the Sixth Auditor must have additional room for about seventy-five clerks, which will probably cost \$3,000. The total outlay for rent for this year will thus be not far from \$25,000, which sum is equivalent to the interest of \$625,000 at 4 per cent., or \$433,000 at 3 per cent.

To this should be added the extra cost by the quadrupling of watchmen, messengers, laborers, charwomen, elevators, heating and lights, almost all of which would be saved in a single well arranged and adapted structure, if no other move for buildings is to be made. With \$275,000 the Post-Office Department could buy and pay for the ground and build a substantial, five-story stone and brick building within three blocks of the present Post-Office Department, to contain 100,000 square feet, which would accommodate all the offices and work-shops now in leased quarters.

It should be borne in mind that this is the present status of postal affairs, and that it will require at least five years or more to complete a new building of the regulation class for the Department; and, at the rate of growth of the Department during the last five years, the next five will probably bring the number of post-offices to 75,000, and the gross revenue to \$75,000,000, and it is not unlikely that in ten years from this date there will be 100,000 post-offices and \$100,000,000 of gross revenue, with a service rapidly expanding in all its branches.

Then we ought to anticipate new features of the postal service, some of which will probably be embraced within the scope of its operations before long. The postal telegraph is exciting much interest among the people, and is under consideration by one of your committees; the telephone is its natural accompaniment; postal saving-banks are demanded by many; there will be universal free delivery in some form; possibly a postal civil-service school for education in postal business. The certain reduction of letter-postage to one penny in the near future will greatly swell the volume of business and require larger clerical forces and places to work in. For these reasons and because of the natural growth of the business of this entire Department our needs will increase from 158,800 square feet of area now in use to 300,000 square feet or more.

The ideal building for this purpose is not a hotel building of numerous rooms 20 by 20 feet, such as are now in use, but a structure arranged with special reference to its uses by the various branches of the Department, where the chiefs of bureaus can conveniently superintend the clerks of the respective divisions, and the records can be kept from the public eye and touch. Spacious, light, well ventilated rooms would preserve the health of the clerks, save gas bills, greatly expedite work and economize the time of Senators, Congressmen, and the public. Convenience and economy would be gained by placing all the postal business located in this city under two roofs, locating the city post-office in a low building, where the people require easy accommodations, and placing the Executive Department offices, workshops, and supply and storage rooms in a high building where they would be better accommodated.

In the year 1887 it was proposed to take the block bounded by Eighth and Ninth and E and F streets, adjoining the present Department building, and enlarge the present structure by an edifice covering the street intervening and the entire square. The area thus added would be about equal to the available floor space on all floors in the

present building, 83,000 square feet, and including the intervening street, about 25,000 square feet additional, making, with the 83,000 square feet now in use, the grand total of nearly 200,000 square feet, in a four-story building similar to the present structure. The data of the cost of the real estate, as estimated in 1887, was about \$750,000. It is estimated that the value has increased 20 per centum, so that the ground would now cost about \$900,000. The probable cost of the building would be \$2,500,000, making a total of \$3,400,000. This plan has met with much favor in the past and is thoroughly practicable.

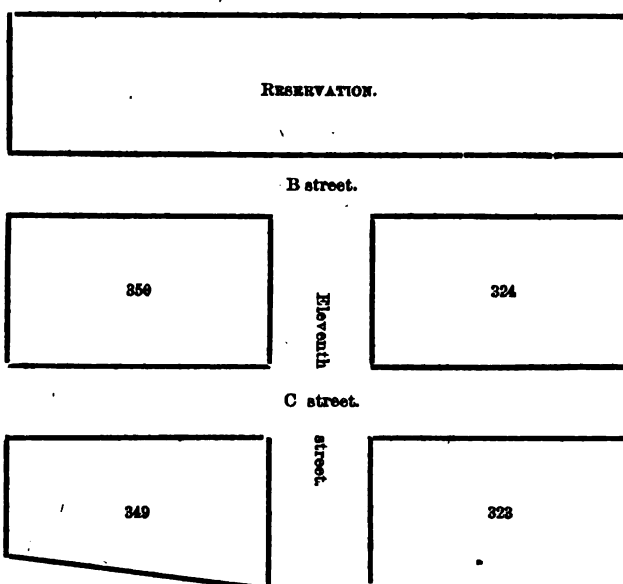
If the city post-office is to be located at Ninth and Pennsylvania avenue, as contemplated by the House bill now in the Senate committee, I would favor the removal of the Department building to its close proximity, and the present Post-Office Department building could be connected by bridges or tunnels with the Interior Department, which is seeking more room and paying at the present time large sums for the rental of outside buildings. To construct a new building for the Interior Department means a large outlay. Yet the gathering of its outlying branches into one building means a large saving. To annex the contiguous Post-office Department building to the Interior Department would be true economy, and the application of further appropriations to a new postal building would only be an exchange of buildings.

It is only a question of time when the Post-Office Department and the city post-office will be connected with the Capitol and the Executive Mansion and various Departments by pneumatic tubes, so that it is not so important where the new structure or structures are located. To save time and expense it is more important that the city post-office be near the railroad stations than in the center of the city, as the carrier service delivers the mails at the people's doors, and inexpensive substations in various parts of the city afford the best convenience for the purchase of stamps and money-orders and for registering letters and packages. If it is definitely settled that the city post-office is to be moved to Pennsylvania avenue, I respectfully submit for consideration that the proposed post-office structures be made the first step in a plan ultimately to occupy the south side of Pennsylvania avenue from Ninth street to the Treasury with Government buildings. New buildings are contemplated for the city post-office and Post-Office Department, the Patent Office, the Department of Justice, the Hall of Records, State Department halls, Census Bureau, District Commissioners, Supreme Court and reception halls and business offices of the President, and a broad, comprehensive, general plan might be sketched out of which each new building to be erected might be a part. None of the present structures in the locality referred to are costly, and a great saving could be made by securing the property before further improvements are made. Such a movement would give a new start to the improvement of Washington, and the massing of the buildings at one point, instead of isolating them at various points in the city, would not only greatly beautify the city, but add to the value of the contiguous real estate and the tax income therefrom.

The Government owns the block bounded by B, Tenth, Twelfth street and the southern sides of squares 324 and 350, containing about 87,500 square feet. Roughly calculated the areas of the squares 323, 324, 349, and 350, not including the street space, aggregate about 184,000 square feet, and including the streets, about 270,000 square feet.

The following are the areas of the respective squares :

	Square feet.
Square 323.....	61,400
Square 324.....	39,200
Square 349.....	45,865
Square 350.....	37,800
Total.....	184,265

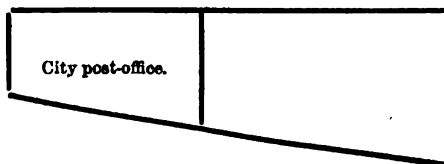


LOCATION OF THE PROPOSED CITY POST-OFFICE.

The following are the respective assessed valuations of these squares as taken from the books in the office of the District assessor:

	Ground.	Improvements.
Square 323.....	\$117, 633	\$46, 000
Square 324.....	49, 377	43, 100
Square 349.....	113, 206	84, 000
Square 350.....	63, 472	22, 800
Total.....	343, 688	175, 900
Total ground.....		343, 688
Total improvements.....		175, 900
Grand total.....		519, 588

The present market value of this property is somewhat a matter of conjecture, but I am informed it can not be more than double the assessment, or \$1,000,000. I submit that it would be better to purchase all this property at this time than to pay \$275,000 for the lot contemplated in the House bill for the purchase of a city post-office site. The lot in question is irregular in shape, as follows:



Square 380.

I am informed by the city postmaster that the whole square contains 36,417 square feet, while the part allotted to the new post-office consists of 10,198 square feet, which is not more than that now in use in the cramped quarters of the Seaton House. The actual needs of the proper post-office for Washington City are 60,000 square feet and this should be in one floor. To put \$800,000, as proposed, into a small building and be obliged to use upper stories, reached by elevators, would be a vast and unnecessary expense. The present rental of the Seaton House property in use for the post-office is \$8,000. The rent at 5 per cent. for the proposed new building and fixtures would be \$55,000, and the increase of expenditure in such an inconvenient and ill-adapted building for watchmen, elevators, and other expenses, would practically bring the rent up to \$75,000 per annum. This rental could nearly all be saved by combining the post-office and Department buildings on the property adjoining the site selected, or at Eighth and F streets; but if the committee considers it impracticable to unite the two buildings, I respectfully submit that it would be at least worth while to consider abandoning the building of any structure of several stories for a city post-office that does not need upper rooms, and put the amount required in constructing upper stories in ground area, covering the same with a structure of one story, which, in height, for the sake of appearance, could be equal to two ordinary stories, with over-head lighting and abundant ventilation, and a model of architecture and utility in American post-office building. Such a building could be erected for from one-third to two-fifths of the usual class Government building, and the ground, bought with what would be saved from the cost of a many-storied building, would enable the post office to work without double handling of mails, or, if the space were not needed now, it could be reserved for future enlargement. To squeeze the Washington city post-office into a structure of the shape and size of the proposed plan is not bettering the postal service, and before the building could be completed the subject would be up again from the pressure of actual needs and compel the consideration that could be more wisely given to-day.

	Square feet.
The Washington City post-office now occupies on the first floor about.....	10,000
The new site offers on the first floor (estimated).....	10,198
The new site offers on four floors (estimated).....	40,800
The actual needs to-day are	60,000
The actual needs in five years will probably be	100,000

It is already admitted by many that the proposed new building is too small, and that "it is only a beginning," and that the remainder of the block can or "ought to be secured." If this is actually done the entire area would be 36,417 square feet, and calculating at the same ratio of cost for the proposed building under the House bill, the total cost of the lot would be about \$900,000, and of building, \$2,500,000, or a total of \$3,400,000. The rental, calculated at 5 per cent., would be \$170,000.

The following table shows the sizes and annual gross receipts of various post-offices:

	Square feet.	Gross receipts.
Philadelphia, Pa.....	58,663	\$2,122,667
Chicago, Ill.....	54,533	2,953,091
Cincinnati, Ohio.....	51,900	794,286
St. Louis, Mo.....	38,250	1,058,497
Boston, Mass.....	35,160	1,964,352
Louisville, Ky.....	33,686	307,268
Washington.....	20,000	390,209

The free matter handled at the Washington city post-office would nearly double the amount stated if postage were paid, so that office space at least equal to the building at Cincinnati would be required.

Valuable and suggestive information is contained in the following reply to inquiries addressed to the Supervising Architect:

TREASURY DEPARTMENT,
OFFICE OF THE SUPERVISING ARCHITECT,
Washington, D. C., April 10, 1890.

Hon. JOHN WANAMAKER, *Postmaster-General, Washington, D. C.*:

SIR: Please find accompanying estimates requested.

- First. To erect adjoining the present Post-Office building an additional building covering lot bounded by Eighth, Ninth, E, and F streets, connected with present building, as one structure.....\$2,500,000
- Second. To erect a city post-office building on squares numbers 323 and 349, bounded by Pennsylvania avenue, C, Tenth, and Twelfth streets, with 85,000 square feet first floor area, main portion of building a one-story structure, with two and three story sections only on principal street fronts, constructed of freestone or brick, with stone trimmings.....1,500,000
- Third. To erect on blocks numbers 323 and 349 a building to accommodate city post-office on first floor, and five floors above, each of 90,000 square feet area.....3,600,000
- Fourth. For buildings on squares 323, 324, 349, and 350, Department building facing Pennsylvania avenue, basement and four stories, with 90,000 square feet floor area, and a one-story city post-office building in rear with 90,000 square feet floor area.....3,000,000
- The above estimates are exclusive of cost of site.

Respectfully yours,

JAS. H. WINDRIM,
Supervising Architect.

It is apparent that the outlay for extending the Department building on the block adjoining the present building would be as per estimated.....\$3,400,000

The new city post-office in its proposed form would cost.....1,075,000

When extended over the full block.....3,400,000

The city post-office and Department building could be combined at Ninth and F streets, or upon a new location, for but little more than the outlay for the post-office alone that will ultimately be necessary at Pennsylvania avenue, if the House bill becomes a law.

The question has arisen as to the actual size of the lot referred to in the House bill before the Senate Committee, and the following letter (A) from the Supervising Architect has been called out, to which is added a copy of a letter (B) to the Hon. S. L. Milliken, Chairman of the House Committee, written by the Supervising Architect on January 27, 1890, giving the sizes of certain drawings that do not seem to have been designed for the area of the lot named in the House bill:

(A)

TREASURY DEPARTMENT,
OFFICE OF THE SUPERVISING ARCHITECT,
Washington, D. C., April 12, 1890.

The honorable the POSTMASTER-GENERAL:

SIR: Please find herewith the areas of the lot of the proposed site for the Washington City post-office:

First. Lot bounded by Pennsylvania avenue, Ninth street, and C street, by the Washington Safe-Deposit Company's building on the west; number of square feet, 10,198. (Total area to building line.)

Second. Area of entire block bounded by Ninth street, Tenth street, Pennsylvania avenue and C street; number of square feet, 33,882. (Total area to building line.)

Respectfully, yours,

JAS. H. WINDRIM,
Supervising Architect.

(B)

TREASURY DEPARTMENT,
OFFICE OF THE SUPERVISING ARCHITECT,
Washington, D. C., January 27, 1890.

HON. SETH L. MILLIKEN,
House of Representatives, Washington, D. C.:

SIR: Referring to your conversation at this office on Saturday, and in compliance with your verbal request, I have the honor to state that the plans for the proposed post-office building in this city, which you handed me, show 14,116 square feet of floor area for the post-office working room on the first floor, with 5,268 square feet of floor area for public lobbies, halls, etc.; a basement to be used for heating apparatus; the second story for the carriers' division; the third story for the mailing division; and the fourth story for mail-bag repair shop; giving the aggregate of about 78,000 square feet of floor area for the four floors; with closets and lavatories on each floor; also two passenger and two freight elevators; and from computations made in this office it is found that such a building can be erected for about \$800,000.

The drawings above referred to are herewith returned.

In this connection I may state that from the information received there are three hundred and eighteen persons employed in the post-office, and the post-office building now occupied has a total floor area of about 20,000 square feet.

Respectfully yours,

JAS. H. WINDRIM,
Supervising Architect.

Inasmuch as I have been requested to give my opinion fully on this subject I would say that I believe, in view of the facts submitted, that it would be best to appoint a commission, consisting of the chairman of the Committee on Public Buildings and Grounds of the Senate, the chairman of the Committee on Public Buildings and Grounds of the House of Representatives, and the Postmaster-General, which commission, or a majority of its members, shall be authorized to select and purchase a site for the building or buildings necessary to the city post-office and the Post-Office Department, and that said commission be instructed to report their action to Congress within three months from the passage of the bill

APPENDIX F.

LETTER OF MR. WILLIAM POTTER RELATING TO THE ESTABLISHMENT OF OCEAN POST-OFFICES.

WASHINGTON, D. C., June 18, 1890.

SIR: As per your letter of instructions, dated January 2, 1890, authorizing me to enter into negotiations with the authorities of the English, French, and German Governments, with a view of establishing marine or sea post-offices on transatlantic mail steam-ships, I proceeded to London, leaving New York January 4, by Cunard steam-ship *Etruria*. Upon my arrival in London I forwarded my crediting letter from the Secretary of State to Hon. Robert Lincoln, American minister, asking him to deliver my credentials from you to the postmaster-general of Great Britain, to arrange for an appointment. The favor of an immediate interview was granted, and the entire question of sea post-offices between New York, Queenstown, and Liverpool was laid before the English post-office department.

After many interviews, lengthy correspondence, and careful research into the subject, the English postmaster-general reported that, owing to the mail from New York being discharged at Queenstown, and assorted in transit on train and boat to London, there appeared to be no appreciable advantage to be gained in establishing sea post service. They presented me the estimate of the Cunard and White Star Steam-ship Companies for the cost of a semi-weekly service amounting annually to £26,442, or \$128,772.54 (see Exhibit A), and stated that while they could appreciate the saving of such a service to our Department, we having no port of entry corresponding to Queenstown, it was however no advantage to them; but as an earnest of their desire to see established between the United States and Great Britain a parcel-post system, they submitted a proposition (see letters of Sir Arthur Blackwood, dated March 21, 1890, marked Exhibits B and C) offering to contribute £5,935 10s., or \$28,905.88 annually to the cost of the sea post-offices, it being a condition, however, that we adopt the parcel-post. While I had no power or desire to discuss this new question, which brought in tariff complications, I have submitted the papers concerning the subject, marking them Exhibit D.

I proceeded thence to Paris, and through Hon. Whitelaw Reid, American minister, presented my credentials and arranged for an interview with the minister of commerce and industry and the director-general of posts and telegraphs in France. The question of the advantage to be obtained by both countries in the establishment of the sea post-offices between New York and Havre was carefully, and I think forcibly, placed before the French department. After investigating the matter thoroughly and receiving an estimate of the cost of a weekly service on the General Transatlantic Company amounting to 166,100 francs, \$32,057.30 annually (see Exhibit E), the French director-general reported that while there would be a considerable time saved to them in the adopting of this service, it would require legislative authority for the necessary appropriation, and that their tenure of office being at all times uncertain, they did not care in the beginning of their administration to incur the risk of unpopularity in asking for an additional appropriation for this service. They would therefore postpone the subject for the present, hoping later to take it up and conduct the same to a favorable termination.

Proceeding to Berlin and arranging for interviews through Hon. William Walter Phelps, American minister, I was gratified to find that the German Government was not only favorably inclined but most anxious to establish the marine post-offices between New York, Bremen, and Hamburg. In their communication to your Department, dated Berlin, September 13, 1889, they stated that they had entered into preliminary arrangements with the North German Lloyd and the Hamburg-American Steam-ship Company, according to which these companies will place at the disposal of the postal administration on each steamer a space of 10 square meters, 107.58 square feet, which should be arranged in such a manner as to provide office-room for the distribution of the mail and a place for the officials to sleep. For furnishing these spaces and for the conveyance and board of the officials the company to receive for each round trip 225 marks, \$535.50. If the steamer carries a sea post-office only in one direction, however, half that amount will be paid to the company.

I stated to the imperial secretary of state of Germany that these figures, though, satisfactory to the German post-office, would not for a moment be entertained by you, and that (see your letter of November 8, 1889) you had stated that while you fully appreciated the advantage of the sea post-offices as to expediting the delivery of articles in the two countries, you were of the opinion that the rate named was entirely too high, and that you felt satisfied that the transatlantic companies will be disposed to furnish facilities for sea post-offices at more reasonable and equitable rates of compensation, and to that end had commissioned me to see the German post-office department and to endeavor through them to accomplish the desired result. The German officials, while not hopeful of being able to obtain any satisfactory results, named the Messrs. Fritsch and Kratke as their commissioners to accompany myself as the representative of your Department, and visit the directors of the North German Lloyd at Bremen and the Hamburg-American Steam-ship Company at Hamburg, and to endeavor to obtain from them a more favorable estimate of the cost for this new service. I have great satisfaction in saying that the result of our interview was to obtain in writing (see Exhibits F and G) from the directors of both steam-ship companies an agreement to make the cost of furnishing space and conveyance and board of two international officials 1,500 marks a round trip, this amount being 33½ per cent. less than the offer of 2,250 marks which had been accepted as perfectly satisfactory on the part of the German post-office. (See their letter to you dated September 13, 1890.)

According to the memorandum made by the German secretary of state and marked Exhibit H, the total cost of a semi-weekly service on the German steamers will be 242,288 marks, \$57,008.94 per annum, or 121,144 marks or \$28,504.47 for each country; and for a tri-weekly service, which is much preferred by the German Government, 363,432 marks, \$85,513.41, or to each country 181,716 marks, \$42,756.70. These figures are supposed to include every expense, and should be about the total cost of the service. In the appointment of officials, in order to avoid any future complications, it is suggested that international sea post-offices be established; the officials, one-half American and one-half German, to be appointed as international officers, and the total expense of the service to be divided equally between the two Departments.

The imperial secretary of state of the German Empire, Dr. Von Stephan, supplements the negotiations with a final letter to you, dated 17th of May, 1890 (see Exhibit I), in which he expresses the hope that the sea post-office service may speedily be inaugurated, as he is positive that it will not only save time and money to both departments, but that it will be a mutual advantage, "and greatly facilitating and improving communication between the United States and Germany," and therefore be the means of bringing the countries nearer together in peace and unity.

I have the honor to be, with great respect, your obedient servant,

WILLIAM POTTER.

HON. JOHN WANAMAKER,

Postmaster-General, Washington, D. C.

APPENDIX G.

ARGUMENT FOR THE LIMITED POST AND TELEGRAPH.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., September 25, 1890.

HON. HENRY H. BINGHAM, *Chairman,*
AND GENTLEMEN OF THE COMMITTEE:

DEAR SIRS: Your subcommittee on postal telegraph informs me that all the parties that have signified a desire to be heard on the postal-telegraph bills have submitted their testimony, and that it is in order for me to add anything upon the subject.

After standing for a year past in the midst of the controversy over postal telegraph that for over forty years has gone on with sharper tone and widening range, I am more than ever convinced of the wisdom and practicability of restoring the telegraph to the postal service and make it what it was originally intended to be, a part of the postal system. I say this after closely studying the arguments against the bill, made so vigorously by the great telegraph company which is now its only visible opponent. I do not believe it possible to argue this question down. There is a deep and far-reaching conviction among the people that the telegraph service is by right a part of the postal service. To carry the postal system from pony-riders to stage-coach, and on to railroad service, and to stop all further progress because three thousand owners of telegraph stock oppose, is not in accord with the genius of our people or the spirit of the times.

The will of the people in this respect has manifested itself unmistakably before Congress in public speech and statement during the last twenty years. Resistance to that great popular demand may not be the wisest thing, nor is it fair to count those who urge the adoption in some form or other of the postal telegraph as hostile to existing corporations. We stand confronting a public measure of no mean importance or magnitude. It is to give the country a vast enlargement of its postal system and to bring home to the people the cheap use of one of the most powerful agencies of modern commerce and civilization.

Though the literature of this subject is already large I desire to touch upon a few points that I have in mind, and leave with you for publication, if you deem it advisable, certain appendices which I hope will be of value both to the advocates and opponents of the limited postal telegraph. This discussion, I honestly believe, must go on until the whole scheme is fully understood, and then will come the adoption of the people's postal telegraph. I feel certain that the people will not be turned back from their purpose to quicken and cheapen their methods of communication, and I mean to help them by every means at my command.

AS TO THE CONSTITUTIONALITY OF POSTAL TELEGRAPHY.

It has been argued by learned lawyers for a score of years that a Government telegraph is unconstitutional. The motives of these gentlemen have been one of two in all cases. They have been the paid attorneys of those corporations whose special interests have demanded that their monopolies should in no way be interfered with.

They have known their business and have done it well. The other opponents were those who imagined that the Constitution would be exposed to every sort of outrage if they were to fall sick for a day. The courts of highest appeal have settled this question. Congress settled it, in advance of judicial action, by making the United States the owner, and the Post-Office Department the manager, of the first line of wire constructed for commercial and public uses. The old Government telegraph schemes were constitutional. What shall be said, then, of the limited postal telegraph plan, which I have been somewhat criticised for bringing forward? There is no doubt that it is constitutional. The Constitution permits the General Government to transmit intelligence for the people. The Post-Office Department has been doing this, with the money and the improvements at its disposal, for one hundred years. It is preposterous to argue that the telegraph ought not to be utilized for the cheaper, speedier, and more accurate transmission of messages. I have had prepared, and submit for your reference, Appendix F, which touches upon this consideration. The Assistant Attorney-General for the Department assures me that the conclusion that the limited postal telegraph plan is constitutional can not be resisted.

THE DEMAND FOR POSTAL TELEGRAPHY.

It will be said that the discussion of this question during the present session and for the past thirty-five years is all to no purpose because there is no demand for postal telegraphy. It has been said over and over again that the service furnished by the telegraph companies in this country is cheap enough and efficient enough. It has been said that only a million of people in this country use the telegraph anyway, and that the number would not be greater, even if the rates were only one-half as high. All of these things are simply not true. The telegraph service is not fully efficient. It is too high priced; and it can easily be shown, moreover, and shown by figures which have been gathered from the telegraph business, as well as from other innovations of a similar nature, that the number of persons using the telegraph would double and treble very speedily.

One of the most effective early advocates of postal telegraphy was Postmaster-General Creswell. He said in 1872:

"I did not take my position until after repeated solicitation from people of all grades of society; some rich, some poor; some men in business, and some in social life; some from the East, and some from the West; nor until Congress itself had inaugurated and carried on two or three able and laborious investigations."

In 1879 Hon. Benjamin F. Butler, then a member of the House of Representatives, represented that petitions from twenty-eight States and three Territories, containing many thousands of names, had been referred in 1875 to the Judiciary Committee of the House, of which General Butler was then chairman. These urged that the Government should then build a telegraph. It is to be noticed, indeed, that both these movements for postal telegraphy were intended to secure the larger scheme, which either built or bought lines. The limited plan, the modest, harmless experiment, I think I am right in saying, might have been ten times more widely supported.

In February of this year I was much gratified to receive a letter upon the postal telegraph question from Messrs. Ralph Beaumont and J. J. Holland, members of the national legislative committee of the Knights of Labor. These gentlemen, after describing the introduction of postal telegraph bills into the last Congress by Representatives Smith, of Wisconsin, and Glover, of Missouri, and reciting further that the Glover bill was re-introduced into the present Congress by Representative Wade, of Missouri, said that their organization "at the last session presented Congress with petitions containing upwards of 500,000 signatures in favor of this measure." They went on to say with reference to the present postal telegraph discussion:

"It is the intention of our organization and the Farmers' Alliance and Industrial Union to send out petitions to the people for their signatures in favor of the measure, and we feel that we shall within the next ninety days be able through the two organizations to present to Congress petitions containing upwards of two million signatures."

Mr. Beaumont, who represented the legislative committee of the Knights of Labor at the hearings given by your committee, gave, on March 7, 1890, a brief history of the efforts of his order in behalf of postal telegraphy. He said that Representative Smith, of Wisconsin, had prepared a bill which had been supported by the signatures of 530,000 Knights of Labor, as the records of the central office of the order would show. The smallest number of names from any Congressional district was 34, from the Third Mississippi; the largest number was 7,174, from the Thirteenth Pennsylvania, which embraces the Schuylkill County mining district, and was represented by Mr. Brumm. This bill, according to Mr. Beaumont, was lost in the committee. A compromise measure, prepared after conferences with Representative Raynor, of Maryland, was lost in the calendar, "which," Mr. Beaumont adds with pathetic good nature, "under the rules that governed the House during the past two Congresses seems to have been a sort of potter's field for legislation." Mr. Beaumont added later, in the hearing of March 7, that since the collection of the 530,000 signatures the organization of the Knights of Labor had spent \$21,000 in public lectures throughout the country. Postal telegraphy was the question discussed; and he went on: "This fall we have formed an alliance with another large body of the industrial people, the National Farmers' Alliance and Industrial Union. For the past ten days that organization has been sending blank petitions to over one thousand of their branches daily, and expect to keep it up for ten more days." Mr. Beaumont concluded by saying that he thought when these returns came in the question whether the public mind was awakened to the demand for postal telegraphy would be effectually answered.

The members of your honorable committee will recall the testimony of an undoubted expert in telegraph matters, Mr. D. H. Bates, lately president of the Baltimore and Ohio Telegraph Company, upon this same query, whether better telegraph facilities are demanded. Mr. Bates described, in his testimony of March 4, 1890, how the Baltimore and Ohio Company had adopted a partial mail service, by which a considerable telegraph business was created among 10,000 telephone subscribers within a reasonable radius of Boston. A lower rate for night messages was charged, and a lower rate where the messages could be delivered through the free delivery post-offices. Here was positive proof that extra facilities meant extra business. Mr. Bates declared, indeed, that these customers could always be counted upon; those disgusted with the delays and mistakes of the Western Union, those who desired a quick service when the monopolist lines are full, and those who believed in competition as a proper means of resentment. Mr. Bates, who has followed the postal telegraph discussions of the past twenty-five years, added that there was no doubt that the people demanded a cheaper telegraph service; the effective objection had always been that the plans most numerously brought forward involved either the purchase or the building of the lines and the employment by the Government of a great force of civil servants. These objections, as I shall beg the liberty of pointing out later on, are obviated by the present proposition.

I have mentioned evidences that the agricultural and industrial masses of the people want the telegraph service within their reach. The measureless body of producers, in order not to be manipulated and robbed by the speculators, need to be nearer to the consumers; and the measureless body of consumers, in order not to be manipulated and robbed by the same speculators, need to be nearer to the producers. I have referred to the fact that an acknowledged telegraph expert has proved that cheaper telegraph service has been demanded. I beg to give you a further illustration of the demand for a cheaper and a better service in the statements and memorials of the business men. It is well known that boards of trade and chambers of com-

merce of the country have persistently tried to push forward postal telegraphy. The leader in this movement has been the National Board of Trade, which embraces the following commercial organizations:

Baltimore Board of Trade.
Baltimore Corn and Flour Exchange.
Boston Merchants' Association.
Bridgeport Board of Trade.
Chicago Board of Trade.
Cincinnati Chamber of Commerce.
Detroit Board of Trade.
Indianapolis Board of Trade.
Milwaukee Chamber of Commerce.
Milwaukee Merchants' Association.
Minneapolis Board of Trade.

New Haven Chamber of Commerce.
New York Board of Trade and Transportation.
New York Chamber of Commerce.
Philadelphia Board of Trade.
Portland (Oregon) Board of Trade.
Providence Board of Trade.
San Francisco Chamber of Commerce.
Scranton Board of Trade.
St. Paul Chamber of Commerce.
Trenton Board of Trade.

I received during the spring and summer, without any effort on my own part, the memorials of some twenty-five or thirty boards of trade and chambers of commerce from various parts of the country, supporting the limited plan which I had the honor to submit to you early in the session. I have added these in the Appendix (B), which the incredulous may peruse. These demands of the business men show beyond dispute, it seems to me, that the much-vaunted infinitesimal portion of the community which uses the telegraph wants a better and cheaper service. Another evidence, and one quite as conclusive, appears in the record of bills, resolutions, and memorials presented to Congress during the past twenty-five years. A record of these appears in Appendix G. The measures therein enumerated would not have been brought forward except in obedience to a popular desire for reform. The array of facts and the association of names set forth in this plain, unvarnished list are, as it seems to me, of striking significance.

I beg to call your attention to another thing, perhaps the most encouraging of all to the friends of postal telegraphy. It is the strong indorsement of the press of the country. Of two hundred and eighty-nine newspaper articles which have come to my notice during this discussion two hundred and nine are for postal telegraphy and eighty against it. I have had equal pleasure in offering the unfavorable and the favorable. The objections raised to the adverse criticisms show how little the writers are acquainted with the plan. The objections, in other words, are mostly smartly-turned sentences about the utter business inexperience of persons engaged in trade. In a second appendix (K) occur press opinions collected during the time of the great telegraph strike in 1883. I ask you to look these over. They show, as it seems to me, not only how quickly the popular pulse betrays the fever of business and industrial excitement, but also how powerful the press is when it is united, earnest, and honest. Nine-tenths of the favorable clippings support the general or Government scheme. How much more strongly would they urge the limited!

WHY THE SERVICE IS HIGH-PRICED AND INDIFFERENT.

It was well said by one of the earliest and ablest advocates of postal telegraphy that cheapened intelligence was wanted and that competition only could cheapen intelligence; that there were men who were ready under permission to attempt to cheapen it; and that the authority was wanted simply to prevent interference by means of or through instrumentalities that were against it. The telegraph service is high-priced and indifferent because it is a monopoly. "It is no secret," said a circular recently issued by certain prominent members of New York Chamber of Commerce, "that the excessive charges for telegraph service (excessive as compared with its actual cost) are necessary to pay dividends upon capital stock watered several hundred per cent. over actual investments." "All attempts at competition," the circular added, "have failed, only resulting in the absorption of a rival and a new watering of stock."

Mr. Gardiner G. Hubbard, whom our friend Mr. Murat Halstead, lately nominated

for minister to Germany, calls "an amusing old gentleman," quoted as early as 1874 the following extract from an annual report of the Western Union Telegraph Company:

"The extension of competing lines has ceased, and it is not believed that the capital can be found for any new enterprises. The time is not distant, therefore, when the Western Union Telegraph Company will be substantially without a competitor in the conduct of this business."

Mr. Hubbard, by the way, is not exactly "an amusing old gentleman!" He may not be young; but he is not to blame for that. There is nothing improper in his advocacy of postal telegraphy. He did it ten years before he was rich in telephone dividends. He has always urged a reduction of telephone prices. He is an authority on postal telegraphy in this country, and he will soon see it a realized fact.

In 1884 Senator Edmunds, of Vermont, discussing the Dawes and the Edmunds postal telegraph bills, said among other things:

"The only difference (between a Government telegraph and a private telegraph company) would be that whereas the private company may be squeezed by cutting rates; may be frozen out, or bought up, or pooled with, so as to create an actual monopoly by which not only the prices of intelligence, but what kind of intelligence shall go, and when it shall go, and under whose control, is made the subject of one domination—the only difference will be that whereas they can treat and deal with rival companies, they can not treat and pool with and cut rates and run Congress out, and that is just where the rub really is, I suppose."

About the same time another unquestioned authority said:

"The Western Union Company is a little corporation controlled by an executive committee of three or four gentlemen sitting in their offices in New York. Its wires run all over the country, extending by their connections into each port of the globe. This company controls the market price of each article that is dealt in in every mart in this country. It controls, to a greater or less extent, all the news—social, political, and general—that is sent over its wires, and every important personal telegraphic communication. This corporation is uncontrolled by any law save the interests of its directors, for there is no law on our statute-books to regulate this vast business. The laws of the several States have no power to regulate it, for its lines and business run from one State and one continent to another, and the instant its lines pass from one State into another they are beyond the reach of the laws of the first State, which are powerless beyond its boundaries, and can not regulate any message going into another State."

In the present discussion Mr. F. B. Thurber, of New York, has given a list of the directors of the Western Union Telegraph Company. I beg to append their names:

Norvin Green.	George J. Gould.	John Hay.
Thomas T. Eckert.	Edwin Gould.	William D. Bishop.
John T. Terry.	John G. Moore.	Collis P. Huntington.
John Vanhorne.	Cyrus W. Field.	George B. Roberts.
Jay Gould.	Henry Weaver.	Sidney Shepard.
Russell Sage.	Percy R. Pyne.	Erastus Wiman.
Alonzo B. Cornell.	Charles Lanier.	William W. Astor.
Sidney Dillon.	Austin Corbin.	Chauncey M. Depew.
Samuel Sloan.	J. Pierpont Morgan.	James W. Cleudenin.
Robert C. Clowry.	Frederick L. Ames.	Henry M. Flagler.

Mr. Thurber used this list of names to answer the question why the public can not have the great boon of a postal telegraph. "No such list of names," he added, "can be found in the directory of any other corporation in this country. Every name represents some great interest. They are the richest and the best in the financial world. They deservedly rank as our best citizens; their names are found scattered throughout the religious and charitable world, but in the matter of transmitting intelligence their interest diverges from that of the general public and it remains to be seen whether sixty-five millions of people, or the comparatively few stockholders which these men represent, will be able to control the great force of electricity as applied to the transmission of intelligence."

According to uncontroverted statements made before your honorable committee the capital stock of the Western Union Telegraph Company in 1858 was \$358,700.

The stock dividends declared between 1858 and 1866 amounted to \$17,810,146, and the stock issued for new lines was \$1,937,950; so that the capital stock on July 1, 1866, was \$20,133,800. In 1866 new stock was created to the amount of \$20,450,500; so that the total capital of the Western Union on the 1st of July, 1867, was \$40,568,300. The largest dividend declared by the company up to 1874 was 414 per cent. The largest amount of stock ever divided at one time was \$10,000,000, and for a period of seven years the dividends were about 100 per cent. a year on its average capital. It was by adding dividends to dividends, and by piling the one up on top of the other that this tremendous amount of \$46,000,000 of capital and debt was created. The history of the company shows no change of policy. In 1874 the company bought up its own stock and the stock of other telegraph companies and accumulated a fund of over \$15,000,000, which was held in one shape or another in the treasury of the company. An investment of \$1,000 in 1858 in Western Union stock would have received up to the present time stock dividends of more than \$50,000 and cash dividends equal to \$100,000, or 300 per cent. of dividends a year. These have been some of the dividends declared: In 1862, 27 per cent.; in 1863, 100 per cent.; in 1864, 100 per cent.; in 1878, \$6,000,000; in 1881, one of \$15,000,000 and another of \$4,300,000; in 1886, 25 per cent. The Western Union plant, exclusive of its contracts with railroads, could be duplicated for \$35,000,000. Its present capital is \$85,960,000. It has realized \$100,000,000 of net profits in twenty-five years by its high charges.

Dr. Norvin Green, president of the Western Union Telegraph Company, has made some significant admissions. He says that in 1868 the average profit to the company upon each message was 41 cents; in 1873 the average profit was 13 cents; between 1878 and 1883 the business increased from 24,000,000 to over 41,000,000 of messages; the largest yearly profit of the company was realized in 1883, unless the present year should show a larger. The average profit per message since 1878 has been about 7½ cents. This is pretty fair. The annual number of messages increased from 6,400,000 in 1868 to 54,100,000 in 1889. This is a pretty fair business, too.

"The great question," said Congressman Raynor, discussing the Glover telegraph bill at the last Congress, "that underlies the discussion of this measure, is whether we are not in the hands of a monopoly that not only has the right to fix its charges arbitrarily, but can crush opposition whenever it encounters it. Of all these monopolies, I submit that the telegraph system of this country, substantially owned and controlled by one man, is the worst and most dangerous of them all." "It is no longer safe or expedient," Mr. Raynor went on, "to intrust into the hands of one overpowering monopoly the telegraph business of this country. It is a power that not only can be used, but has been perverted, for purposes hostile to the best interests of the people; the markets of the country, its finances, and its commercial interests to so large an extent depend upon the honest and honorable administration of the business of this company that the people are not in a mood to repose a trust of this character any longer without competition in the hands of a stock-jobbing corporation."

WHAT THE LIMITED PLAN IS.

I have tried to show that the telegraph service of this country ought to be cheaper and not inaccessible to the people. Business men generally, and the industrial and farming classes, too, demand that the service shall be more efficient as well as cheaper. The ordinary opposition, which under the direction of competent men would bring prices down and make the service quicker and more accurate, has been tried a score of times and it has always failed. There is practically but one telegraph company in this country to-day. I say this because the Postal Telegraph Company has an arrangement with the Western Union by which prices are to be kept up. What, then, is to be done about it? The Government, which has not hesitated to use the stage coach and the railroad train for its mail service, must come to the rescue. The experiment must not tax a large number for the benefit of a few. It must not, there-

fore, involve any addition to our immense standing army of civil employ  s; it must not involve any large appropriations. It must be a careful, inexpensive experiment; then it will be a most beneficent established institution. I say this with entire confidence, because progress does not go backwards, whatever the obstructionists may say. I shall ask you now to consider for a moment a detailed description of the limited postal telegraph plan which I brought to your notice early in the session, and which, with such modifications as the experience and judgment of experts have brought about, I now urge with more earnestness and confidence than ever.

The bill is "to establish a limited post and telegraph service" "for the purpose of facilitating the transmission of correspondence among the people of and promoting commerce between the several States and Territories of the United States," to be a bureau of the Post-Office Department for the deposit, transmission, and delivery of postal telegrams through the postal service. All post-offices where the free-delivery service now exists, and the offices of the telegraph companies with which contracts would be made, would be postal telegraph stations. In addition, the Postmaster-General would be empowered to designate from time to time other post-offices as postal telegraph offices. He is directed by the bill, after inviting proposals by public advertisement, to contract with one or more telegraph companies now in existence or that may become incorporated, for a period of ten years, for the transmission of postal telegrams on conditions and at rates of tolls set forth in the bill. Rates may be reduced by the consent of both parties to the contracts at any time during the continuance of the contracts. Postal telegrams are to be sent in the order of filing, except that Government telegrams take precedence. As with the mails no liability is to attach to the Post-Office Department on account of delays or errors. The charges for the collection, transmission, and delivery of postal telegrams other than postal money-order and special-delivery telegrams and Government telegrams I give briefly as follows:

For twenty words between stations within a State or Territory, or between stations 300 miles apart or less, 15 cents; for twenty words between stations in the States of Wisconsin, Illinois, Connecticut, Tennessee, and Mississippi, and the States east of them, 25 cents; for twenty words between stations in the States of Minnesota, Iowa, Missouri, Arkansas, and Louisiana, and points west of them, 25 cents; for twenty words between stations in States forming, generally speaking, zones up and down on both sides of the Mississippi, 25 cents; for twenty words between any two stations not above provided for, 50 cents; for all words in excess of the first twenty, 1 cent per word; prepayment of replies to be made at the office from which the original telegram is transmitted.

It is provided in the bill that the money-order service of the Post-Office Department shall be extended to designate postal telegraph money-order offices under the usual method and under the usual fees now charged by postmasters. The contracting telegraph companies are to have all the revenue from this postal telegraph service except the usual rate of letter-postage for each telegram, which is to be reserved to the Department. All the accounts for the telegraph service are to be kept as the postal accounts are kept by the Auditor of the Treasury for the Post-Office Department. The Postmaster-General may provide suitable space in post-offices for the use of the telegraph companies, though nothing in the act prevents the telegraph companies from maintaining offices of their own, or permits the telegraph companies to compel the Postmaster-General to furnish space in post-offices. The companies employ at their own expense all officers, operators, and employ  s for the transmission of the telegrams. If any postmasters act as operators, they are to be compensated by a uniform percentage on the tolls of all telegrams handled by them, or by some other share of these tolls to be paid by the company as the contracting parties may agree. Any contracting telegraph company, it is distinctly provided, may do its regular business for the public as at present. Postmasters are to be compensated for the postage portion of stamps and telegram forms as they are now compensated for postage on reg-

ular mail matter. The Postmaster-General shall provide telegram stamps and telegram forms. A severe penalty (imprisonment at hard labor for from one to three years) is provided for the punishment of persons either in the employ of the telegraph companies or of the Post-Office Department who shall secrete or destroy postal telegrams or make known the contents of postal telegrams. All employes of the companies or of the Department are obliged to make oath in the usual way for the faithful performance of their duties. Even without all these safeguards there would be no trace of power in the bill for an administration to use for improper purposes. In the intensity of the English elections there has been no trouble from the complete Government telegraph; there could be none at all from the limited undertaking. Congress is too watchful and the people too jealous of their rights and too well able to resent a wrong.

But I beg to refer you to Appendix A, which is the bill itself, and respectfully to challenge the most critical to find wherein the measure fails to pay due heed to the interests of any persons involved in the experiment or in any way affected by it.

THE OPERATION OF THE PLAN.

The working of the plan can easily be seen to be most economical as well as most convenient. All post-offices and letter-boxes, no matter where they might be located, would be utilized by the public as receptacles for postal telegrams, and, as the demand arose, special boxes might be established for postal telegrams only, from which collections might be made more frequently than from the regular letter-boxes. In all or most of the post-offices the wires of the contracting telegraph company would be placed, and its operators would transmit the postal telegrams to their destination by wire, just as telegraph companies now transmit their business. With postal telegrams filed by the senders in person or through the medium of messengers or servants, there would be no more delay involved up to the point of reception at the end of the line than now occurs in the general telegraph business; and in case of postal telegrams collected from letter-boxes at short intervals, the delay would generally be not greater than is now required to go to a Western Union branch office to send the telegram. As fast as telegrams were received at the telegraph office of destination, they would be "enveloped" and addressed and a postage-stamp of proper value affixed, and they would then be handed over to the post-office by the telegraph company for delivery by the regular carrier service. As the business developed and its demands were understood, the intervals between deliveries might easily be shortened. In large cities there are regular deliveries leaving the post-office almost every hour. In any case the payment of 10 cents extra would provide for an immediate special delivery in the same manner as a letter is now handled when a special-delivery stamp is affixed in addition to the regular postage. No matter how remote post-offices might be from postal-telegraph stations, they could always have the advantage of the telegraph service forward and backward; for postal telegrams could always be sent by mail to the nearest telegraph station for transmission thence by wire to their destination, or they could be received by mail from the telegraph stations similarly.

It will be observed that postal telegrams would be collected and delivered by means of the post-office service and transmitted by wire from point of origin to destination through the medium of the contracting telegraph company. This company would stand in exactly the same relation to the Post-Office Department that a railroad, or steam-ship company, or a stage line or local express company holds which has a contract for transporting mail-matter from one city or town to another, or between branch post-offices in large cities. In many cases a postal telegram would be collected, transmitted, and delivered with no more delay than now occurs in the business of existing telegraph companies; and in most cases the time consumed in the collection and the delivery, especially in respect to postal telegrams passing between distant cities or towns, would not affect the value of the communication. Indeed, it is be-

lieved a vast amount of correspondence now committed to the mails would seek the more speedy postal telegraph channel. In each case the Post-Office Department would earn its postage, while the people would be the better served. The telegraph company would be able to do the business at the greatly reduced rates, because it could be relieved not only of all the accounting, but of two other important items of expense to it, namely, the collection and the delivery of telegrams, which would be removed from them entirely, and that, too, without any appreciable additional expense to the Department.

In cases where the amount of business to be done would not justify the telegraph company in the maintenance of a separate telegraph staff, the postmaster, if not an operator himself, would employ an operator, his extra compensation from the telegraph service enabling him to procure such help. In many cases the postmaster's assistant, or one of his clerks, would be selected with a view to his ability to telegraph. The result would be that in such cases the telegraph work could be performed by the postmaster or his assistant, and their compensation thereby be increased; and where the regular post-office duties are so heavy as to preclude such joint labors without their undue interference with each other, the telegraph company would employ an operator to give all of his time to the telegraph. There would be no overcharges by thrifty operators. The charges for postal telegrams would be easily understood. There are but three separate tariffs named; 15, 25, and 50 cents for the first twenty words. One cent per word is charged in all cases for additional words. If an insufficient value of stamps should be affixed, the deficit would be collected from addressees, provided at least 15 cents should be prepaid. If stamps of a value less than the minimum amount (15 cents) were affixed, the communication could be forwarded by mail. The bill would protect both the Post-Office Department and the public, and would provide for a class of correspondence that, generally speaking, would not be put upon the wires at the high rates now prevailing.

I can not be made to believe that this union of the telegraph and the postal service, whereby each would so distinctly lessen the burden of work of the other, will not appeal to the ingenuity, the enterprise, and the good sense of the American people the moment they understand it. I am sure that it is easily susceptible of proof that this convenient, safe, and quick service would be very generally used. We use a postal card for brief communications and run the inappreciable risk of having its contents become known to persons other than the addressee; by paying twice the price of a postal card we can convey a whole ounce of written matter under seal, and by paying 10 cents more, we secure an immediate delivery. In the case of the telegraph, it is true, there is already a deferred service at night, for which about two-thirds or three-fourths of the full rate is charged, depending upon the number of words transmitted, the delivery being made on the next succeeding business morning; and it has been argued with some show of reason that the small number of night messages compared with those sent at day rates is evidence that the public demands a quick rather than a cheap telegraphic service, and that any effort largely to increase the volume of telegraph business by means of much cheaper rates for a deferred service would only result in loss, for the reason that the expense of performing that service would increase in substantially the same ratio with the volume of business. It is to be answered, however, that the small difference between the day rate and the night rate is a reason why the latter rate is not used more largely; and it can not be denied that, as between the mail and the telegraph, there is a wide margin of time, particularly between places or regions, say, 500 miles or more apart, and that an enormous amount of correspondence—commercial, social, and political—now sent by mail would be put upon the wires if there were suitable conveniences and ample facilities and if the cost were not prohibitory or excessive.

As to the conveniences for collection and delivery, what could be more complete than the post-office machinery, already within quick reach of all the people? Nothing remains but to bring the cost of the service down to a point which will permit

some of this vast volume of business to be sent by telegraph. Can this be done? It certainly can. Begin in the large cities and commercial centers, where the great bulk of the present business, mail and telegraph, originates. We find that to collect and distribute messages local wires and branch offices are maintained at great cost, which, added to the cost of messenger service, is estimated to amount to one-fourth or even one-third of the whole cost of the service; which average cost is stated in the Western Union reports to be about 23 cents per message. The Baltimore and Ohio Telegraph Company during the last twelve months of its existence handled seven and a half millions of telegrams at an average cost of less than 20 cents. The territory covered by the lines of that company was limited, however, extending from Portland to Chicago, St. Louis, Galveston, and intermediate points, not including certain Southern States. If now, therefore, we can cut off the local expenses referred to, we have gone a long way towards the desired result. Consider, also, that the general expenses of the organization need not be increased (except in an inappreciable ratio) in order to provide for the handling of a largely increased volume of business; and also consider the other established fact that the actual cost (for labor) of performing a given class of service does not increase in the same proportion as the increased business does. A further item of saving is discovered in the fact that in capital and maintenance account in a large majority of cases this contemplated increase of business could be handled upon wires which would otherwise be idle at times; bearing in mind, of course, the fact that in any given direction the time would always come when additional facilities would need to be provided. As a rule, however, a large increase in the volume of business would serve to utilize many or most of the wires when otherwise they would stand idle. We are thus able easily to eliminate from the problem before us a considerable percentage of the cost of handling telegrams.

The question arises, would the public be satisfied with a telegraphic service which would not provide, first, immediate delivery; second, written receipt from addressee; third, responsibility for damages. As to the first point, it may be remarked that the character of the contemplated service is such that a half hour or so at each end of the line for the post-office service would not be objectionable, while for instance twenty-four hours or more, if the mail were used, would be so. The fact would remain, however, that the usual telegraph service would still be available for business demanding more rapid collection and delivery. The plan is intended to take care of that class of communications which will stand a delay of an hour or two, but not of a whole day or more.

In regard to the question of a written receipt from addressee, the answer is, that, taking the whole volume of post-office matter as now delivered by carriers, the percentage of delivery by responsible carriers is greater than in the case of telegraphic messages delivered by irresponsible messenger boys. Suppose a case of a telegram arriving at its destined address? The addressee, if present, either receives it in person or through the medium of a servant, employé, or agent. Now, whether a receipt is given or not, the addressee gets the communication. If, however, the addressee is absent or occupied, his servant, employé, or agent receives the communication, and, whether it is receipted for or not, the addressee gets it promptly if his agent performs his duty. The same is also true of a letter or other communication sent by mail. One cause of the present high rates charged for the delivery of telegrams, is the labor and time required to obtain written receipts, which, by the way, are now very frequently supplied by the more or less deft hand of the messenger boy himself, for it is a fact that the public considers the giving of a written receipt for a telegram as an unnecessary burden and nuisance; and after all, why should one sign such a receipt? A telegraph company is bound to deliver a telegram whether a receipt is given or not. The public has to pay the extra cost involved, and that, too, with the certainty that in the case of a claim for damages the telegraph company would, to that extent at least, be protected against the payment of such a claim. The other point,

responsibility for damages, is perhaps the most important; but you can not buy something for nothing, and for the class of communications under consideration, and in view of the great advantages to the public in cheapness and in added convenience, it is to be submitted that the telegraph company and the Department may fairly be relieved of liability for damages in cases of loss, error, or delay, just as the Department is now relieved of it in the transmission of letters.

IT WOULD PAY THE TELEGRAPH COMPANIES.

The strenuous opposition of the telegraph monopoly to the limited post and telegraph plan would seem to indicate that the existing companies, or company, either want to sell out to the Government at a watered valuation or else they are not yet convinced that the plan would result favorably to them in a financial way if it were tried. For myself I believe that they would make money by the contract; and experts who have had experience for twenty-five or thirty years in the telegraph business in all its branches—Government, railroad, news, and commercial—think that if the proposed plan were tried it would immediately become so popular with the public that it would very soon, if not from the start, be a remunerative venture to those telegraph companies which chose to hold out inducements for this new kind of business. It is a universal experience that, in transportation by whatever method, lower prices and better facilities bring additional business and increased revenues. I find this proposition so evident that it is surprising that any one should seriously argue against it. As early as 1872 Mr. William Orton, then the president of the Western Union Telegraph Company, gave it as his opinion that the telegraph contributed far more to the development of the postal service than it drew from it as a result of its competition; which was to say that between any two cities of the United States the increase in the correspondence by mail would be in a larger ratio than the increase in the correspondence by telegraph, whatever that increase might be. Mr. Orton felt sure that the telegraph, so far from detracting from the revenues of the Post-Office Department, was a constant stimulant to increase the correspondence by mail.

Can it be seriously stated that the reverse is not true; that it is not true that an increase of the postal business under the plan which I have urged with much persistence would not inevitably cause an increase in the business of the telegraph companies? A book full of figures could be produced to show that the successive reductions of telegraph rates during the past twenty-five years under the spur of postal telegraph discussions have caused unprecedented increases in the number of messages handled from year to year. Dr. Green has said that the average tolls charged to the public in 1887 by the Western Union Telegraph Company were less than half of what it cost the company in 1868 to handle the messages. An examination of the business of the Western Union Telegraph Company between two periods, 1872 to 1880, and 1881 to 1889, shows irresistibly that the Western Union has managed to exist under successive reductions of rates and the consequent successive increase of business. From 1872 to 1880 rates were reduced by the Western Union from 62 to 38 cents, or 42 per cent.

During that time the number of messages handled increased from over 12,000,000 to over 29,000,000, or 140 per cent. In those eight years the profits of the company increased from \$2,790,000 to \$5,833,000, or 105 per cent. This was under the direction of Mr. Vanderbilt and Mr. Orton. During the second period, under Mr. Gould and Dr. Green, from 1881 to 1889, the Western Union rates were reduced from 38 to 31 cents, and the number of messages increased from over 32,600,000 to over 58,000,000, or 67 per cent. It may be suggested as an objection to this reasoning that in the growth of the country is to be found the reason for this increased use of the telegraph. But the increase of the country in the last decade has been, perhaps, 30 per cent., while the increase of the Western Union's business has been almost 100 per cent.; and to the whole proposition it is simply to be replied that we have Dr. Green's re-

peated word for it that the class in this country which uses the telegraph is not over a million and is not capable of being enlarged. A conservative financial journal in New York recently, commenting upon the latest annual report of the Western Union Telegraph Company and representing that Western Union stock was a good investment at market rates, said:

"It now carries messages, five a year (on an average) to the eleven million business houses and families of this land. Make it also the letter post and the increase will be thirty-fold, with the income fourfold greater than at present, even with the rate five-sixths less. The Western Union Telegraph is bound to move on, for lightning is now the steed that progress loves most."

A few officials of the Western Union will deny to your committee or to members of Congress whom they fancy they will be able to influence against this proposed legislation that the above statement is true. The proposition is simply one to make them earn their dividends on a large business, legitimately, and not on fictitious values. They will admit that a limited post and telegraph service means an increase to their revenues. If this is the fact with reference to the principal telegraph company (the only one, in fact), it is true of those which exist, or think they are existing, independently of it. It would be true for such telegraph companies as might be organized and operated in good faith on the not unreasonable prospect that they might bid successfully for a part of the Government work. The telegraph service can not be cheapened and quickened under the existing monopoly. There is no way for the people to get relief except by some proper intervention by the Government, such as I am endeavoring to outline; and though it may be said that the coffers of these companies might be filled more quickly under the stimulus of new business, it can be said with equal truth that the companies would have to work for their extra revenue. The new profit would be due, not to a monopoly of all the telegraph service of the country, but to an obliging and business-like foresight which had finally consented to obey the law of demand and supply. The extra profits would be earned, not upon the watered capitalization of a partly worn-out plant, but upon the fair and free facilities which you, and I, and all of us must offer, if we hope to find a market for our labor. I am not sure that the people, freed from this oppressive monopoly, would not of their own accord send their messages for the reason that they had, as it were, an interest in the service. At any rate they would be permitted to send their letters in the quickest way, if they had the means to pay the tolls; and they would have the means, because prices would not be twice too high.

I have tried to show that telegraph companies operating their lines under the provisions of the limited post and telegraph scheme would make large profits, not so much by monopolizing all the business and charging a fictitious value for the service, but rather by honestly meeting the popular demand for a lower-priced service. I ask your indulgence for a moment to show by still another illustration, one taken from the recent history of the Post-Office Department, that this idea is true. The general business of the country was depreciated in 1883, when letter-postage was reduced from 3 cents to 2. The ordinary postal revenue for the year ended June 30, 1883, was almost \$45,000,000. The usual increase in the revenue, if the 3-cent rate had continued to prevail, was expected from past experience to be about 5 per cent. On this basis the postal revenue for the year ended July 30, 1884, would have been something over \$47,000,000. The actual revenue for that year, under the reduction to 2 cents for letters, please bear in mind, was almost \$43,000,000. This was only 10 per cent. or less than the revenue would have been on a 3-cent basis. In the face of this reduction of the principal item of postal revenue by one-third, there was a complete recovery of revenue within four years from the time of the change, and that, too, in spite of the depression in business just mentioned, and in spite of these other two things: The increase in the unit of weight of letters from one-half ounce to an ounce, and the reduction from 2 cents per pound to 1 cent per pound on second-class matter. The introduction of the postal-card in 1873 was followed by an increase of over 7 per cent. in

the revenue, and that in spite of the panic of that year. It is well known to railroad people that the establishment of fast mails invariably results in large additions to the amount of matter carried. In Great Britain the number of letters carried doubled in two years after the inauguration of penny postage. In the year following the beginning of the postal telegraph in England the number of messages transmitted was over 8,500,000; in 1884 the annual number was over 32,800,000. When the Belgians reduced their prices for the transmission of postal telegrams to 10 cents (half a franc) the number of business messages sent promptly increased over 200 per cent., and the number of social messages increased 1,000 per cent.

MORE EFFICIENT AS WELL AS LOWER PRICED.

The telegraph service of this country must be cheaper. I have tried to show why by the method just set forth, it may be cheapened now. I believe the service could also be made more efficient under the postal telegraph. Thousands of Western Union operators are what are called railroad operators; that is, if I understand it, they are employed at railroad stations, principally by railroad companies, to bulletin and record the movements of trains. They are not skilled operators. Operators in the free-delivery cities, being required to do work of a large variety and to do more of it, would command higher prices and would be better men. The effect upon the whole body of telegraph operators would be beneficial for this reason: The operators in the smaller places, to which the plan would almost inevitably and properly extend, would even more be required to be expert and faithful. There would be a general upward movement among all the 15,000 of the craft. If in some offices clerks who know the art of telegraphy were to be required, the present clerks could learn to handle the keys; or new men, under the increase of business, revenue, and salary allowance, could be selected by proper examinations. I know it has been said that men and women can not learn telegraphy with ease. Dr. Green has said that it takes months to learn the telegraph "tick." This is, no doubt, true; but this same astute Dr. Green had no trouble in filling the places of the striking telegraph operators in 1883.

Mr. Beaumont, whom I have already quoted, has said that when operators belong to District Assembly 45 of the Knights of Labor, noticing that the Western Union Company was paying great dividends on watered stock, and thinking that some of the workmen ought to share in this prosperity, struck for a raise in wages, Dr. Green did not hesitate to put boys and girls into positions of responsibility on a day's notice. We know that this was done in thousands of cases; we know that the service recovered from its ailment in a short time. The strike showed that while the telegraph company might monopolize the handling of messages, the organized body of operators could not monopolize the furnishing of workmen. With some incentive besides the prospect of the poor wage scale of the Western Union, the art of telegraphy would receive a most perceptible encouragement in this country. It has been said that one-third of all the telegraph operators are continually preparing themselves for other professions, and that the other two-thirds are continually thinking of doing so. According to the Electric World, of the 100 men working on the regular night force in the Western Union main office in New York City, 36 are either studying or working at something else during the day. In these occupations are, doctors, 8; lawyers, 6; ministers, 3; brokers, 3; actors, 2; theatrical managers, 2; real estate dealers, 2; inventors, 2; book agent, 1; manufacturer, 1; civil engineer, 1; author, 1; commercial business, 1; electrical special agent, 1; composer of music, 1. Now, either these men are bad ministers and bad actors, or else they are bad operators. In either case they are not making the most of themselves. I suppose they would not venture into fields outside of telegraphy if they were not poorly paid and poorly encouraged to excel. The question whether employment with a corporation which might lock out its employes upon the slightest provocation, to the peril of the business interests of the whole country, would be desirable, would not be the only question with the

young men and women desirous of learning the art. This monopoly would be only a part employer of all the telegraphic skill in the country.

Since the introduction of the quadruplex twenty years ago, the Western Union Company has, I am told, made but one change or improvement in its method of telegraphic transmission having for their object the greater speed or the transmission of a larger volume of traffic of a given wire. I refer to the Wheatstone Automatic, an English invention, which has been in successful use on the Government lines in that country for eight or ten years. On the other hand, England has not only adopted our quadruplex, but also the Delaney Multiplex, another American invention. And this brings me to another thought which is very forcibly discussed in Appendix E. Besides furnishing a stimulant to the study and use of efficient telegraphy, the postal-telegraph plan, dividing as it would the entire use of the telegraph in this country with the sole telegraph monopoly, would also furnish an impetus to the inventive genius of the Americans who study electrical matters. I have had enumerated, perhaps, a score of devices, already patented for the purpose of cheapening and quickening the telegraph service, which finds no use and no profit under the present condition. I am not an expert in electrical matters, but I know that all of these inventions can not be wholly bad. I am sure that many of them are good, but they can not be got into operation with the field monopolized. The public can not have the benefit of this rare class of American brains, nor can the inventors find a deserved remuneration for their work. The Western Union Company, having the control of the telegraph business, has no use for devices which cheapen and quicken the telegraph service and warrant a claim for reduction of rates. The public, not knowing what it misses, can not become aroused to the defects in methods now in vogue. If once a break is made in this rampart of telegraph monopoly, not only will the men and women who build and use the telegraph wires find a better market for their fidelity and skill, but inventors, knowing that their cases are to be tried before an impartial court, will also find a spur to better efforts. I can not enumerate the devices intended to cheapen telegraphy and distinctly not made use of by the Western Union at this time; but I ask you to examine the appendix, or better still, see by personal examination, if some of the inventors are not prepared to show the efficacy of their efforts as well as the futility of them under the Western Union domination.

BY WAY OF EXPLANATION.

I desire in conclusion to explain, as politely as may be, one or two things that are not understood. I have challenged the most rigid scrutiny of the limited postal telegraph bill. I ask to have printed all of the printed criticisms of it which have come to my notice, as an argument in its favor. The limited postal telegraph bill is not a proposition to take money from the Treasury or to employ additional civil servants; it is not a proposition to put any power whatever in the hands of the Government, which is not at present greater and more dangerous where it is. It is a proposition simply to dovetail together two great machines so that one shall do business equitably and by that means make more money (which shall be willingly accorded to it by the people); the other to utilize its present skilled and faithful energy to help supply the people with still better means of communication furnished still more cheaply. It is a proposition incidentally to quicken the telegraph service by encouraging all the members of the operators' craft to realize that they are the better off the more they are able to devote themselves to one thing and are permitted to see some result from their inventive genius. It is not a proposition to buy the railroads, or the coal mines, or the saw-mills or the bake-shops of the country. It is not a confession that Americans ingenuity is incapable of keeping up with the march of mercantile and industrial progress.

I am proud to imitate so good a patriot as Postmaster-General Creswell, who did not shirk the responsibility of appearing before the committees of Congress, when he was invited, to explain why he believed in the reforms that he advocated. In 1872

Mr. Creswell remarked upon the fact that Mr. Orton, then the president of the Western Union, had taken it upon himself to deal somewhat facetiously with the report of the Postmaster-General, and to express himself in terms of commiseration for the weakness therein displayed. Mr. Creswell frankly admitted that he had been laboring under a disadvantage. He had had, he said, not one dollar of public money at his disposal except what had been used by the assignment of a single department clerk to the duty of gathering information. Mr. Orton had thought it proper, he said, to designate the statements of the Postmaster-General as the mere vapors of an ignoramus. He should not hesitate to find the facts in the discussion, if he could, no matter if it did displease Mr. Orton. "I wish it to be understood," he concluded, "that a display of mere temper by anybody will not control or affect my action."

History repeats itself. March 1, 1890, Dr. Green, the present president of the Western Union, said of the present Postmaster-General that he might congratulate himself that he can "smile and smile, and murder while he smiles." "We propose," Dr. Green continued, "to controvert that order [the order fixing Government rates] in the courts, and demonstrate that that is not one-half of the cost of the service." "I never before heard of a Cabinet officer," the astute doctor said, continuing his rhapsody, "going to all the meetings of a committee, urging the adoption of his pet schemes, which have not been recommended by the President." After thus according to the President the privilege of "lobbying" your honorable committee and barring the Postmaster-General out of this privilege, Dr. Green concluded to put the members of your committee on their guard against him. "The Postmaster-General," he said, "has got a great many appointments, and every member of Congress has several of them in his district." Here is the old story repeated. The special interest may spend no end of money and never question means to gain its point; but there must be no one to speak for the public. There is no dollar to be spent for a real reform.

But I have another good illustration of the trite saying that history repeats itself. In the printed report of one of the hearings of 1872 occurs a foot-note signed "W. O." It says that an apology is due to the public for having provoked a Cabinet minister to forget the proprieties. Mr. Orton adds that respect for the committee and for the office of Postmaster-General restrained him from making answer on the spot, to the reflection upon his veracity implied in the Postmaster-General's request that Mr. Orton give his information "under oath." On March 3, of this year, Dr. Green sent a letter to the chairman of your honorable committee, to say that in the hurry of the moment he had forgotten to express his profound appreciation of the kind and courteous treatment which the committee had extended to him, and he had also forgotten to express his entire confidence in the fairness and impartiality with which it was investigating the subject under consideration. He further said that he wanted to take back the expression "coaching" the committee, which the chairman had spiritedly objected to, and substitute for it the word "urging." It is the same fight now that it always has been. The special interest must be sacrificed to the general.

If others speak out for the telegraph stockholders some one must stand for the people in the interest of the cheaper telegraphy that they want. I believe it belongs to this Department to take this stand, and I propose intelligently and persistently to keep this subject before you in strong confidence that it will not be long before your committee will take steps to give the people the relief prayed for.

Very respectfully, your obedient servant,

JOHN WANAMAKER,
Postmaster-General.

FINAL DRAFT OF THE POSTAL TELEGRAPH BILL SUBMITTED BY THE POSTMASTER-GENERAL FOR THE CONSIDERATION OF THE HOUSE COMMITTEE ON THE POST-OFFICE AND POST-ROADS OF THE FIFTY-FIRST CONGRESS.

A BILL to establish a limited post and telegraph service, and for other purposes.

SEC. 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That for the purpose of facilitating the transmission of correspondence among the people of, and promoting commerce between, the several States and Territories of the United States, a limited post and telegraph service is hereby established as a bureau or part of the Post-Office Department, for the deposit, transmission, and delivery of postal telegrams through the medium of the post-office service as herein provided. All post-offices at incorporated cities, villages and boroughs, where the free-delivery service now exists, and the offices of the telegraph companies referred to in section two of this act, shall be postal-telegraph stations, and in addition thereto the Postmaster-General may, from time to time, designate other post offices and telegraph offices thereat as postal-telegraph stations.

SEC. 2. For the purpose of putting this act into effect the Postmaster-General, after inviting proposals by public advertisement, shall contract with one or more telegraph companies, now in existence, or that may hereafter be incorporated, for a period of ten years, under such conditions as he may deem best, consistent, however, with all the provisions of this act, for the transmission of postal telegrams, on the terms and at the rates of tolls hereinafter specified: *Provided*, That said rates may be reduced by the consent of the parties to said contract, at any time during its continuance.

SEC. 3. All telegrams received by the contracting company or companies for transmission, whether postal telegrams or otherwise, shall be sent in the order of filing, except that priority shall be given to telegrams relating to the business of the Government. No liability shall attach to the Post-Office Department on account of delays or errors in the transmission or delivery of postal telegrams.

SEC. 4. The charges for the transmission and delivery of postal telegrams, other than postal money-order and special-delivery telegrams, and telegrams relating to the business of the Government, shall not exceed the rates stated in this section: *Provided*, That in no case shall the rates on postal telegrams exceed those of the contracting company or companies on any other class of business which they may do, the rates on press reports excepted.

For the first twenty words or less, counting address and signature, between postal-telegraph stations within any one State or Territory, and between such stations, not in the same State or Territory, and less than three hundred miles distant from each other, fifteen cents.

Between postal-telegraph stations not less than three hundred miles apart and not in the same State, east of and including the States of Wisconsin, Illinois, Kentucky, Tennessee, and Mississippi, twenty-five cents for the first twenty words or less.

Between postal-telegraph stations not less than three hundred miles apart and not in the same State or Territory, west of and including the States of Minnesota, Iowa, Missouri, Arkansas, and Louisiana, twenty-five cents for the first twenty words or less.

Between postal-telegraph stations within the following-named States, and not less than three hundred miles apart, and not in the same State, twenty-five cents for the first twenty words or less, viz: Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Tennessee, and Wisconsin.

Between all other postal-telegraph stations not provided for above, fifty cents for the first twenty words or less.

The charges for all words in excess of the first twenty words shall be at the rate of one cent per word.

The charges for the transmission of all telegrams relating to the business of the Government, and passing between its Departments, their officers, agents, and em-

ployée, and persons whom they may address, shall be those annually fixed by the Postmaster-General, in accordance with the provisions of section 5266 of the Revised Statutes.

Prepayment of replies to postal telegrams not exceeding twenty words, counting address and signature, may be made at the office from which the original telegram is transmitted.

SEC. 5. That the money-order service of the Post-Office Department shall, as soon as practicable, be adapted, under such rules and regulations as the Postmaster-General shall prescribe, to the limited post and telegraph service between such post-offices as may, from time to time, be designated by him as postal-telegraph money-order offices; and the fees for postal-telegraph money-orders shall be double the rates now charged for domestic money-orders in addition to double the charge for postal telegrams of twenty words; but no postal-telegraph money-order shall exceed in amount one hundred dollars; and the provisions of section 4 of the act of March 3, 1873, and of section 2 of the act of June 29, 1836, in regard to compensation of postmasters for the transaction of money-order business and allowances for money-order clerks shall apply to telegraph money-order business: *Provided*, That the Postmaster-General may allow to postmasters at first-class offices, whom he may designate to perform special money-order duties under this act not required of other postmasters, such amount in each case as he may deem expedient for the clerical service required for such duties, and the cost of stationery and such other incidental expenses as are necessary for the transaction of that business may be paid out of the proceeds thereof.

The provisions of section 5463, Revised Statutes of the United States, as amended by the act of Congress approved January 3, 1887, concerning the falsely forging, counterfeiting, engraving, or printing of money-orders, and the altering of the same, and the passing, uttering, or publishing of any false, forged, counterfeited, or altered money-order be, and they are hereby, extended so as to include postal money-orders issued under the provisions of this act.

SEC. 6. Payment by the Post-Office Department to the telegraph company or companies for the transmission of postal telegrams shall be made quarterly, or, if practicable, at shorter intervals, on the basis of allowing to said companies all the charges therefor, less the charge for the postage at the rates fixed by law on mail-matter of the first class; and for the transmission of postal money-order telegrams all the charges, less the postal charge and fees due the Post-Office Department. The telegraph company or companies shall, upon forms prescribed and approved by the Postmaster-General, render accounts to the Auditor of the Treasury for the Post-Office Department for their services aforesaid for each quarter of the fiscal year as fixed by law, or more frequently if practicable, and the Auditor shall without delay audit and report the same to the Postmaster-General for settlement and payment, as in the case of other accounts audited by him. The original postal telegrams transmitted by the telegraph company or companies shall be filed with the Auditor as vouchers with said account. After the lapse of thirty days from the complete settlement of the accounts for each quarter, and the payments thereunder, the telegrams aforesaid shall be destroyed under such rules as the Postmaster-General shall prescribe, and all copies thereof shall also be destroyed under such regulations and at such times as he may designate, not exceeding thirty days after the date of the settlement of the accounts to which they apply.

SEC. 7. The Postmaster-General may in his discretion provide for the use of the telegraph companies suitable space or room at postal-telegraph stations in buildings leased or rented by the Post-Office Department, and in such portions of buildings owned by the Government as are set apart for the uses of post-offices, and the corridors and passages appurtenant thereto. Nothing, however, herein contained shall be construed to prevent the telegraph company from occupying offices at postal-telegraph stations separate and apart from buildings occupied by post-offices, nor as con-

stituting the right in the telegraph company to require the Postmaster-General to furnish space or room for the telegraph company whenever in his judgment it can not be done without injury to the postal service.

SEC. 8. The telegraph company or companies, parties to the contract provided for herein, shall construct, lease or acquire, equip, maintain, and operate all telegraph lines necessary to comply with the provisions of this act and the conditions of the contract to be executed hereunder, and shall employ at their own expense all officers, operators, and employes, for the transmission of postal telegrams, except those who are employed in the collection and delivery thereof. If, with the consent of the Postmaster-General, the postmasters at postal-telegraph stations shall act as operators for the telegraph company or companies, they shall be compensated for their services by a uniform percentage on the tolls of each telegram handled by them, or by some other share thereof, to be agreed upon by the company and the Postmaster-General, and to be paid for by the company.

SEC. 9. That within two years from the approval of this act at least one-half of the postal-telegraph stations contemplated by it shall be connected by the wires of the telegraph company or companies; within the next succeeding year after said connection shall be completed at least one-half of the remainder shall be connected; and connections to all said postal-telegraph stations shall be made within one year after the time last mentioned: *Provided*, That the contracting telegraph company or companies shall not be required to build or furnish a line to connect with any free-delivery office more than one hundred miles distant by land line from the nearest other free-delivery office.

SEC. 10. Before or at the time the contract contemplated by this act shall be executed by any telegraph company, such company shall file with the Postmaster-General an agreement in writing of its acceptance of the restrictions, obligations, and conditions, so far as they are not superseded by the provisions of this act, of sections 5263 to 5269 inclusive, of the Revised Statutes of the United States, and thereupon the privileges and benefits of said sections shall inure to said company.

SEC. 11. Nothing in this act contained shall operate to prevent any telegraph company from performing business for the public as the same is now done: *Provided*, however, That it shall not be lawful for the contracting telegraph company or companies, during the term of any contract provided for therein, to engage directly or indirectly in the sale of press reports, election reports, market quotations, or general news, or be interested in the sale of any such reports, quotations, or news, by reason of the ownership, as a company, of stock, bonds, or securities, or by or through any contract or arrangement with any individual, firm, company, or association engaged in such sale, beyond the service of transmitting such reports, quotations, or news, in the form of telegrams, at rates which shall be uniform to all who may send such telegrams over the lines of the said company or companies.

SEC. 12. Postmasters shall be compensated for the postage portion of stamps and telegram forms used in the transmission of telegrams as they are now compensated for postage on other matter, and they shall report sales and cancellations of such stamps and forms separately with their quarterly returns. To simplify such returns and the settlement thereof, the Postmaster-General may, in his discretion, provide telegram stamps, as well as telegram forms; and, in case he does so, the words "postage-stamps," as they appear in this act, shall be construed to also include postal-telegram stamps.

SEC. 13. The provisions of section 5464 of the Revised Statutes of the United States relating to the forging or counterfeiting of postage-stamps, stamps printed upon stamped envelopes, or postal cards, or any die, plate, or engraving therefor; and to the using, or having in possession with intent to use or sell, any forged or counterfeited postage-stamp, stamped envelopes, postal-card, die, plate, and engraving, be, and they are hereby, extended and applied, including the punishment for violations of said statutes, to the forging and counterfeiting of postal-telegram forms,

and the dies, plates, or engravings therefor, and to the unlawful selling and using of the same.

SEC. 14. Any person employed in any department of the postal service, or in any department of the telegraph company or companies under contract with the Post-Office Department, agreeably to the provisions of this act, who shall, except as provided herein, secrete or destroy any postal telegram intrusted to him, or which shall come into his possession, and which was intended to be transmitted by telegraph, or to be carried or delivered by any mail carrier, mail messenger, route agent, letter carrier, or other person employed in the postal service, or by said telegraph company or companies, or who shall expose or make known the contents of such telegram, unless so authorized by the sender or addressee thereof, shall be imprisoned at hard labor for not less than one year nor more than three years.

SEC. 15. Before entering upon their duties as such all persons employed by the telegraph company or companies referred to herein, as officers, operators, messengers, clerks, book-keepers, or in any other capacity, or to whom postal telegrams shall be in anywise intrusted, shall take and subscribe, before some magistrate or other officer authorized to administer oaths by the laws of the United States, or of any State or Territory, an oath or affirmation in such form as the Postmaster-General may prescribe, and conformably to the laws relating to oaths and affirmations.

SEC. 16. The Postmaster-General, by and with the advice and consent of the President, may conclude treaties or conventions with foreign countries for the extension and connection of the postal-telegraph service, including the interchange of postal-telegraph money-orders, between them and the United States.

SEC. 17. The Postmaster-General is hereby authorized to prescribe rules and regulations, not inconsistent with law, for carrying out the purposes of this act and for the conduct of the service for which it provides.

APPENDIX H.

CORRESPONDENCE ON THE EIGHT-HOUR QUESTION.

COMMITTEE ON THE POST-OFFICE AND POST-ROADS,
HOUSE OF REPRESENTATIVES,
Washington, D. C., May 3, 1890.

MY DEAR SIR: I have your favor of April 4, in reply to my letter of February 21, concerning H. R. 6449, "A bill to limit the hours of work of clerks and employes in first, second, and third class post-offices." While I am not familiar with the details embracing the hours of labor in the several classes of offices where clerks are employed, I am of the opinion your statement that they are engaged "on an average of twelve hours per day" to be greater in hours than the facts warrant; but, of course, you have the data and should be able to reach an accurate conclusion. During my administration of the Philadelphia post-office, from 1867 to 1872, the clerks were divided into three tours of duty, each tour consisting of eight hours. This system, or division of labor, worked admirably, and fair compensation was allowed by the Department. If the statement is correct that the average hours of work are twelve in first, second, and third class post-offices, there should be some remedy and early relief. The labor is both mental and physical, and in many of the divisions of the office exacting and severe.

Whether the proposed legislation contained in the bill will best reach the requirements of the service is certainly a subject deserving the most critical examination. As this question is now before the Committee on the Post-Office and Post-Roads, I would be pleased to receive from you such suggestions or recommendations as you may deem proper to submit for our consideration.

Very truly, yours,

HENRY H. BINGHAM,
Chairman Committee on the Post-Office and Post-Roads.

HON. JOHN WANAMAKER,
Postmaster-General.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., June 7, 1890.

SIR: Referring to House Bill 6449, to limit the work of clerks and employes in post-offices, you addressed me a letter on the 21st of February asking for specific information as to the additional cost of operating the postal service under an eight-hour law for all post-office clerks and employes. I endeavored in my reply of April 4 to place before you, without argument or expression of official opinion, the probable cost. The estimate had to be made without extra data and upon the judgment and experience of various postal officials, as there had been no reason to obtain and record the hours of duty of post-office clerks throughout the United States

The estimate made by the chief of the salary and allowance division was based upon a probable average service of twelve hours per diem. By reason of your letter of May 3, in the further discussion of this subject, in which you very properly say, "Whether the proposed legislation contained in the bill will best reach the requirements of the service is certainly a subject deserving the most critical examination," I was led to issue the following circular letters to postmasters to obtain absolutely correct data for the use of your committee:

[FOR FIRST-CLASS OFFICES.]

POST-OFFICE DEPARTMENT,

Washington, D. C., May 16, 1890.

SIR: I have to request that you will inform me as soon as possible as to what is the average number of hours per day the clerks of your office are required to work. Please use the inclosed blank form for your reply, and give the desired information for each division of your office separately, and also for each quarter of the year separately. It is requested that you reply within five days after the receipt of this letter.

Very truly,

JOHN WANAMAKER,

Postmaster-General.

Postmaster,
_____, _____.

In response to the above I have at this writing received replies from 91 out of 102 first-class post-offices and 498 out of 517 second-class post-offices, showing the hours of duty of clerks and employes in first-class post-offices to be 10 hours and 12 minutes and in second-class post-offices to be 11 hours and 49 minutes.

The records of the Department show, June 1, 1890, that in first-class post-offices we have 6,221 clerks and in second-class post-offices we have 1,903 clerks, a total of 8,124 clerks.

The aggregate salaries of each class divided by the number of clerks gives the annual salary of each clerk in the first-class post-offices \$334 and in second-class post-offices \$591, and a daily pay of clerks in first-class post-offices to be \$2.28 and in second-class post-offices to be \$1.62.

Dividing these amounts by 8, the proposed time of the labor of each clerk, the hourly compensation of clerks of the first class would be 28 cents and of the second class 20 cents. To put the service on a basis of eight hours, it would be required to pay each clerk of the first class for two hours and twelve minutes extra service per day, and the aggregate outlay for this for 6,221 clerks for one year would be \$1,398,730. To pay the 1,903 clerks of the second class for the excess over eight hours (being three hours and forty-nine minutes) for one year would require \$530,208. The total amount required for clerks of both classes for payment for excess of time over eight hours would be \$1,928,938. This estimate excludes the third-class offices, which were included in the bill as it was first presented, and does not contemplate consecutive hours as was first proposed.

The present salaries are not too high even for a fair day's work and are too low for a day of indefinite and ever-increasing hours. The fact adverted to by a member of the committee, that these places are much sought after and that a great pressure is upon every Congressman, should not be the only indication of the proper value of a fair day's work. The condition of discontent among the post-office clerks arises from a lack of adequate appropriations in past years to allow the post-offices the proper number of clerks necessary to perform a day's work within a reasonable number of hours. A larger business has grown year by year, and the Department has been obliged to pinch almost every office, and in many instances compel twenty men to do twenty-five men's work. Deserved promotions and increases of pay have not been made, while the burdens of clerks have steadily grown heavier. Now, the clerks, seeing no recognition on the part of the Department or Congress to relieve them of this excessive labor and these long hours, have tried the plan of commanding attention by organization and petition. This has resulted in the bill for eight hours.

I do not believe the intelligent men upon the post-office rosters are satisfied with work for eight hours if it will only produce at the utmost an average of \$634 per year. They are not crushed by the hard work, but want to be paid the money they earn for their families. They want recognition in the way of promotion or increased salaries. If the bill were drawn to forbid any man to work over eight hours and give him no chance for extra pay for over eight hours, I am of opinion that the clerks would not want it. The post-office clerks do not want what other clerks are not getting. They know that the banking, commercial, and business office clerks have no iron-clad rule of overtime pay or stop work after a given number of hours. They understand that the exigencies of business require business to be done as it comes—some days six hours or seven, some days twelve hours.

The post-office clerks are not small men, to haggle over ten minutes or an hour or two of occasional extra service, nor have they rendered a grudging service with all the overtime that they have given under compulsion; but the fact that each day the labor is longer and heavier, without recognition of any practical kind, naturally impels them to seek relief in one form or another. They naturally take advantage of the popular but, adapted to all businesses, not always practical sentiment in favor of eight hours, and would thus get their salaries increased by allowances for overtime. If it was proposed to make a uniform regulation fixing eight hours for a day's work for clerks of all grades in trades, professions, and employments, the case would be different. I do not believe that there is any such peculiar hardship about postal work to warrant the post-office clerks demanding that they be legislated into a privileged class. They only desire a fair day's pay for a fair day's work, and protection from an imposition of labor.

Post-office clerks understand that the postal service is not easily regulated within stipulated hours. There are delayed railroad trains or a number of ocean steamers arriving concurrently, extra heavy mails, produced by a variety of causes, that overload post-offices at certain periods. There are light days and heavy days and days that require almost two days' work in one, that must have prompt and rapid service to save loss and disappointment to thousands of people. It will not be practicable for any post-office to carry a permanent force equal to the work of a double day. The question may be asked why this condition will not affect carriers who are on an eight-hour basis. The answer is that they make their deliveries on a schedule, and go out when the gong strikes, with whatever mail is ready at the time.

Of course it is not impossible to organize the post-office work on a basis of eight hours or six hours if needed. It can be adjusted to any stipulated number of hours, but an arbitrary adjustment of this kind occasions a heavy and partly unnecessary cost to the Department, shifts the responsibilities of the clerks, provokes mistakes by introducing emergency men to take up unfinished tasks, and would make extraordinary embarrassments in times of heavy mails. I do not believe that any well-organized business in this or any other country would be at the trouble of having time clerks and keeping books for ten minutes overtime one day, seventy-two minutes another, and twenty minutes another when all this expense could be obviated by properly averaging the time given and fixing the pay accordingly; when the work increased supply additional men to do it, and pay out the same amount monthly in salaries as would be allowed for claims for overtime. At the present time there are fifteen hundred claims of letter-carriers for overtime, which the Department accountants, inspectors, and postmasters are struggling to verify before ordering payment.

The remedy in my judgment is very plain. Give the clerks encouragement by passing the bill for the fifteen days' holiday. Reclassify the service as proposed. Regrade the railway mail as favorably reported. Add to the estimates submitted by the Postmaster-General for the next year the sum of \$500,000 for additional post-office clerks to enable the Department to make such promotions as are earned and to allow increase of clerks at many points. Instruct the Postmaster-General to so adjust the

work at all post-offices that the hours of service will be reduced to an average of fifty hours a week. In offices where this can not be done allow holidays for overtime.

I call your attention to the fact that the proposed bill, as I am informed by the Assistant Attorney-General, embraces all clerks and employes, the chief clerks, heads of registry divisions, heads of mailing divisions, and superintendents of mails, delivery, registry, and money-order, down to the stampers and porters. I have caused to be prepared the following tables to show you how the eight-hour bill would affect the salaries of the higher grades of clerks:

Statement showing ten representative first-class offices (salaries of postmasters ranging from \$3,000 to \$6,000), showing present salaries of assistant postmasters and superintendents of mails, delivery, registry, and money-order, and the estimated increase of salaries for service for two hours and twelve minutes, the same being the average time, as shown by returns recently made by said clerks, in excess of eight hours per day. The total cost of the ten clerks in each line of duty is also shown.

No.	Office.	Salary of postmaster.	Salaries of superintendents.							
			Salary of assistant postmaster.		Mails.		Delivery.		Registry.	
			8 hours.	2 hours and 12 minutes.	8 hours.	2 hours and 12 minutes.	8 hours.	2 hours and 12 minutes.	8 hours.	2 hours and 12 minutes.
1	Burlington, Iowa	\$3,000	\$1,500	\$412	\$900	\$247	\$1,300*	\$358		
2	Seattle, Wash.	3,000	1,500	413			11,000	275		
3	New Haven, Conn.	3,400	1,700	438	1,200	330	1,200	330	\$500	\$220
4	Memphis, Tenn.	3,400	1,700	435	1,400	385	1,400	385	1,000	275
5	Providence, R. I.	3,600	1,800	440	1,300	358	1,200	330	1,100	303
6	Omaha, Nebr.	3,600	1,700	438	1,300	413	1,100	303	1,100	303
7	Buffalo, N. Y.	3,800	1,900	523	1,700	468	1,700	468	1,200	330
8	Pittsburgh, Pa.	3,900	1,800	495	1,700	468	1,400	385	1,200	330
9	Cincinnati, Ohio	6,000	3,000	825	2,500	687	2,400	600	2,000	550
10	Boston, Mass.	6,000	3,000	825	2,700	743	2,700	743	2,100	575
Total				5,338		4,099		4,237		2,880
										3,549

NOTE.—At present there are 102 first-class offices.

* And registry.

† And money-order.

Statement showing ten representative second-class offices (salaries of postmasters ranging from \$2,000 to \$2,800), showing present salaries of chief clerk and head registry, mailing, and money-order clerks, and the estimated increase for services for three hours and forty-nine minutes, the same being the average time, as shown by returns recently made by said clerks, in excess of eight hours per day. The total cost for the ten clerks in each line of duty is also shown.

No.	Office.	Salary of postmaster.	Salary chief clerk.		Salary head mailing clerk.		Salary head registry clerk.		Salary head money-order clerk.	
			8 hours.	3 hours 49 minutes.	8 hours.	3 hours 49 minutes.	8 hours.	3 hours 49 minutes.	8 hours.	3 hours 49 minutes.
1	Orlando, Fla.	\$2,000	\$700	334	600	286				
2	Athens, Ga.	2,000	\$900	438	680	286				
3	Jackson, Miss.	2,200	\$800	381	600	286				
4	Nebraska City, Nebr.	2,200	\$760	334	600	286				
5	Adrian, Mich.	2,400	\$900	438	600	286				
6	Batavia, N. Y.	2,400	\$900	438	700	334				
7	Aurora, Ill.	\$2,600	\$1,000	477	700	334				
8	Bradford, Pa.	\$2,600	\$1,000	477	600	286				
9	Salem, Mass.	2,800	1,000	477	600	286	600	286	600	286
10	Atchison, Kans.	2,800	\$1,200	571	800	381	600	286	600	286
Total				4,365		3,051		572		572

NOTE.—At present there are 517 second-class post-offices.

* And money-order.

† And registry.

From the above tables it appears that it will require for the payment of the principal clerks as follows.

The first table shows the additional cost for extra service in excess of eight hours per day, at average time, as shown by recent returns, namely, for—

	No.	Cost.
Assistant postmasters	10	\$5, 238
Superintendents of mails	10	4, 099
Superintendents delivery	10	4, 237
Superintendents registry	10	2, 889
Superintendents money-order	10	2, 549
Total		20, 112

Taking this sum, \$20,112, the total cost of 10 clerks for each principal line of duty for 102 first-class offices would amount to \$205,142.

From the second table (second-class offices) we have the total additional cost for time in excess of eight hours per day, namely, 3 hours and 49 minutes, as shown by recent returns, for 10 chief clerks, \$4,365; 10 first mailing clerks, \$3,051; making a total of \$7,416 as the average total cost for the group of ten offices. At this rate for the 517 second-class offices, the total cost would be \$383,407.

This estimate is made on the basis of the 10 chief clerks and 10 first mailing clerks for the total of 517 second-class offices. The aggregate of the salaries of clerks at second-class offices, however, including stampers and employes, is shown to be an average of \$591 per annum per clerk. Taking this average as the basis for the additional time, nearly 3 hours and 49 minutes in excess of eight hours, the total estimated cost for all clerks and employes at second-class offices would be \$530,208.

The results show the total cost for services in excess of eight hours per day for the principal clerks for first-class offices is estimated at \$205,142; for second-class offices the estimate is \$556,827; the total estimate for first and second-class offices \$761,969, and the balance, \$1,166,969, is required for all other postal clerks and employes in the first and second-class offices, making a grand total of \$1,928,938. the outlay necessary for the eight hours' service.

It is well to remember that these places are filled by persons of such character and training that it will be exceedingly difficult to delegate their duties and responsibilities to others after eight hours' duty. If this bill is favorably considered, I would recommend that this class of clerks, if included, have an extra compensation in lieu of eight hours, and that the bill be amended to limit it to clerks receiving \$1,400 per annum and less; and, further, that a clause be inserted to authorize deductions in cases of less service than eight hours per day or forty-eight hours per week.

Yours truly,

JOHN WANAMAKER,
Postmaster-General.

THE CHAIRMAN COMMITTEE ON THE POST-OFFICE AND POST-ROADS,
House of Representatives.

APPENDIX I.

THE FIRST CENTURY OF THE POSTAL SERVICE.

This year's operations begin the history of the second century of the American postal system. When the Post-Office Department began its career in 1789, Congress seemed hardly willing to give it an organized existence. The act which authorized its creation—or, rather, which continued in operation the old establishment of the confederation—expressly provided that it should last “until the end of the next session of Congress, and no longer;” and this temporary measure was renewed year after year for several sessions, until in 1794 a permanent establishment was provided for.

One of the first aims of Alexander Hamilton, the Secretary of the Treasury, after the Government of the Constitution had been fairly inaugurated, was to devise some means by which the postal establishment could be made to serve the public with the greatest attainable efficiency. In some parts of the country a regular system of arrivals and departures of the mails had never been established, stage-drivers and post-riders were permitted to carry and deliver letters, without any hinderance, for their own private emolument; almost all money transactions were in the currency not of the National Government, but of the several States, and this currency was of fluctuating value according to circumstances and localities; the rates of postage were very high and complex. They were, for example:

For every single letter not exceeding 30 miles, 6 cents.

For every single letter over 30 miles, and not exceeding 60 miles, 8 cents.

For every single letter over 60 miles, and not exceeding 100 miles, 10 cents.

For every single letter over 100 miles, and not exceeding 150 miles, 12½ cents.

For every single letter over 150 miles, and not exceeding 200 miles, 15 cents.

For every single letter over 200 miles, and not exceeding 250 miles, 17 cents.

For every single letter over 250 miles, and not exceeding 350 miles, 20 cents.

For every single letter over 350 miles, and not exceeding 450 miles, 22 cents.

For every single letter over 450 miles, 25 cents.

For every double letter, double the said rates.

For every triple letter, triple the said rates.

For every package weighing 1 ounce avoirdupois, to pay at the rate of four single letters for each ounce, and in that proportion for any greater weight.

Not a daily mail existed anywhere; the number of post-offices in the whole country did not exceed a hundred; the length of all mail-routes was about 2,000 miles; and the entire annual revenue of the service was considerably less than \$50,000. Such was the condition of the postal establishment under Samuel Osgood, the first Postmaster-General under the Constitution.

HALF A CENTURY LATER.

Nearly half a century later, however—in 1835—when the locomotive began to replace the pony in the conveyance of the mails, the number of post-offices in the United States had increased to more than 10,000, the gross amount of postal receipts to nearly \$3,000,000 in one year, and the length of post-routes to 113,000 miles. The postal establishment was no longer insignificant, but the rates of postage were still excessive; the transmission of the mails was slow and infrequent; there probably were not more than twenty offices in all the land supplied by a daily mail. There had been little done to indicate that spirit of liberality and progress which should always

be the animating principle of the postal service. The country during this period was in many places a wilderness, and the difficulties under which the mails had to be transported are almost ludicrous when we think of them now. In 1806, for illustration, Gideon Granger, then Postmaster-General, in a communication to the House of Representatives, makes the following queer recommendations concerning the transportation of the mails between Athens, Ga., and New Orleans, La.:

"This part of the route ought to be surveyed and marked out, and cleared of underbrush and trees 4 feet wide. It would be rather an injury than an advantage to clear wider than is necessary for a single horse, as it has been found to encourage a thick growth of brush.

"Dog River is 40 feet wide, and is too deep to ride whenever there is considerable rain. Two logs may be laid across it, so as to enable the rider to cross with the mails on his back, and swim his horse alongside.

"Pascagoula River is 250 yards wide. A family lives here and keeps a canoe, in which the rider with the mail should be crossed, the horse swimming alongside of the canoe."

This same Postmaster-General, in 1810, congratulates the House of Representatives upon the tremendous strides in the pathway of progress made by his Department. He says that at the beginning of the century—

"It required to write from Portland to Savannah and receive an answer forty days; now it requires twenty-seven. Then it required thirty-two days between Philadelphia and Lexington, Ky.; now it requires sixteen. Then it required forty-four days between Philadelphia and Nashville; now it requires thirty. Then it required between New York and Canandaigua twenty days; now twelve."

The illiberal spirit actuating the postal officers of that period is exemplified by the following extract from a letter addressed by R. J. Meigs, the Postmaster-General in 1823, to the chairman of the Committee on the Post-Office and Post-Roads of the House of Representatives:

"It appears to me that no book ought ever to be sent by mail, even if letter or packet postage was paid on it. It is an article which is not, like letters and newspapers, valuable only for its quick conveyance, and may well be sent by the usual routes of many articles of merchandise.

"Some years ago the postmasters at many of the places where books were printed construed them as subject only to pamphlet postage. The consequence was that the mails were soon overloaded with novels and the lighter kinds of books of amusement; and I was under the necessity not only of correcting this misconstruction of the rate of postage, but to prohibit postmasters from sending books in any case through the mail.

"It would be useful to prohibit by law the transmission of books by mail. The Secretary of State has during the last summer sent a number of cart-loads of books in this manner. The consequence has been the mails have been overloaded, and it has occasioned demands probably of twice as much as it would have cost to send them by means of the booksellers through the ordinary channels, and many newspapers have been rubbed to pieces and lost, and letters damaged."

Twenty-five years later, in 1860, the number of post-offices had increased to over 28,000, the gross postal revenue had more than doubled, and the entire length of post-roads had grown to 240,000 miles. This period (from 1835 to 1860), one would suppose, should have been the most prosperous in the history of the postal service; for during that time steam as a motive power had come to a wonderful degree of development, the country had increased greatly in population, wealth, and enlightenment, and the quick transmission of intelligence by means of the post had become one of the greatest public necessities. But there is nothing very brilliant in this page of postal history.

One instance alone of its mismanagement, the magnetic telegraph, which, though at one time actually under the control of the Post-Office Department, brought into existence by means of public appropriations, with its inventor and all his collaborators employed as postal officers, was abandoned by the Government and suffered to be monopolized and enjoyed by private corporations.

THESE LAST THIRTY YEARS.

From 1860 to the close of the fiscal year lately ended—June 30, 1890—the progress of the postal establishment has been most marvelous. The number of post-offices has more than doubled, the aggregate now being 62,401; the total length of all the mail-routes in the country, not including letter-carrier routes in the cities, has increased to about 423,000 miles, and the gross postal revenue has grown to a little less than \$61,000,000, representing an increase over the revenue of 1860 of more than 600 per cent. The free-delivery service, which now, in 454 cities of the country and by means of more than 9,000 carriers, makes deliveries and collections of the mails, without extra tax, to the doors of the citizens, has been added. The great money-order system has been established, a system under which, at any one of 9,383 post-offices, remittances, in sums from one cent to a hundred dollars, may be made to every part of the world with absolute safety, and which is used so largely by the people to-day that the amount of its annual business in the issue and payment of orders is nearly \$256,000,000.

Another great step in the progress of the postal service—the evolution, from an immature state, of the railway-mail or traveling post-office system, by which, owing to minute distribution en route on railroads and steam-boats, and by means of immediate transfers to connecting lines, the mails are now carried with the utmost expedition from the places of mailing to those of delivery—was effected during the period under consideration.

Still another great stride in the march of the postal service was the passage of laws that created two great railways across the continent—the forerunners of several others—reducing the time of mail communication between New York and San Francisco or Portland from three weeks to six days, and through the naturally resulting establishment of mail service with China and Japan, opening up direct intercourse with all of Asia and the islands of the Pacific. The direct effect was rapidly to develop all the region west of the Mississippi River, forming populous and prosperous communities where before only the Indian and the buffalo had roamed. Their indirect effect has been, by linking America with Asia, and thus completing the chain of mail service around the earth, to show the practicability, if not to suggest the inauguration, of that splendid scheme of postal intercourse known now as the Universal Postal Union, whose purpose it is to unite in a sort of brotherhood all the nations of the world, making their countries a single territory, and subjecting them, so far as postal matters are concerned, to the operation of equal and exact laws.

The period we are considering, too, has been signalized by numerous reductions in the rates of postage on all classes of mail matter, so that instead of the varying and oppressive rates of former times, we have now, taking everything into consideration, perhaps a lower and simpler tariff of postage than any other country in the world; and by a great extension in the scope of the mails, which now take in books, all kinds of printed matter, and almost every variety of small merchandise. The registry system has been extended to furnish more than ordinary security.

Of minor importance, but still indicating enlightened advancement during the period in question, have been the introduction of the postal-note system, giving the people to some extent the benefits of a fractional paper currency; the adoption of stamped newspaper wrappers and special request envelopes, the latter securing the direct return of a letter to its writer, if undelivered, without the delay of its passage through the Dead Letter Office; the universal use of stamps for the payment of postage on mail matter, both that which is due at the time of mailing and that due at the place of destination; and the special-delivery system, by which for a moderate fee immediate delivery of mail matter is secured upon its arrival at any post-office.

The postal establishment of the United States has arisen from a condition of insignificance to be the largest of all the nations of the world. Instead of one little room, which in 1789 was sufficient to accommodate the entire central force of the

Post-Office Department, a building four stories high, and covering an entire block in Washington, is now inadequate, to say nothing of the great post-office structures all over the land. Instead of the post-boy on his lazy horse, coming and going at will between straggling villages along a single line of post-routes, with here and there a diversion to a cross-road, as was the way in Osgood's time, the mails are now transported almost with the speed of thought, according to fixed schedules of arrival and departure, over such innumerable routes as to make their aggregate journeys every working day equivalent to forty-one times the circuit of the earth. From a total business of perhaps a thousand letters a day, which is but a trifle less than the estimate of the Postmaster-General in 1789, letters and other pieces of mail matter are steadily dropping into the numberless receptacles of the postal system at the rate of nearly 8,000 a minute. This marvelous system employs more than 150,000 agents.

REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1890.



REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE
DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., November 21, 1890.

SIR: I have the honor to submit herewith a report of the operations of this office for the fiscal year ended June 30, 1890, together with certain recommendations which in my judgment should receive the attention of Congress.

BUILDINGS UNDER LEASE.

Exhibit B, accompanying this report, shows the places at which leases were held by the Department on June 30, 1890, on buildings occupied by post-offices, the term of each lease, the amount of rental, and other items of information.

This table shows that, at the close of the last fiscal year, such leases were held at 367 post offices and 74 postal stations, being an increase over the preceding year of 40 post-offices and 14 postal stations, the aggregate cost being \$425,074.50. All these leases except five were held on post-offices of the first and second classes, the five being on offices of the third class, there being no change in the number of third-class offices under lease during the past year.

DIVISION OF CORRESPONDENCE.

To this division is referred the miscellaneous correspondence of the Post-Office Department, requiring a construction of the postal laws and regulations.

Each letter received in this division requires an examination to ascertain the exact bearing of the laws or regulations upon the particular question submitted, and the preparation of an answer that shall be in entire conformity with all previous rulings that may have been made upon the same subject.

Correspondence concerning the delivery of mail, the ownership of which is in dispute, is also conducted from this office.

It may also be stated that the correspondence arising in the execution of what is known as the "Green goods" act, and the act forbidding libelous, scurrilous, defamatory, or threatening matter to be printed or written upon postal-cards, or on the outside wrapper or envelopes of

mail matter, has brought a score of letters per day for consideration and reply.

During the year ended June 30, 1890, 14,995 letters were considered and answered, or referred for investigation; a much greater number than was ever before received in any fiscal year.

This vast correspondence was handled by two persons, one clerk of class four, who acts as the chief of the division, and one other clerk, a stenographer and type-writer, of the \$900 class.

To impose such labor on two persons is to so burden them as to make it impossible to insure accuracy, promptness, and careful thought in the conduct of this important business.

The force in this division should comprise a chief at a salary of \$2,000 per year, one clerk of class three, so that the services of a person competent to pass upon law questions can be secured, and a clerk of class one.

GENERAL WORK OF THE OFFICE.

I think that it is safe to state that the work of this office has been doubled, and possibly quadrupled within the last three years, by reason of devolving upon it the work of examining the claims of postmasters under recent acts of Congress for losses by burglary, fire, casualties, or the purloining of money letters in transit, and by the addition of a volume of correspondence growing out of the recent enactment of the amended lottery act. An average of about 100 letters per day, asking for interpretations of this act and for instructions concerning the applications of it to matter deposited in post-offices, has been received since the date at which the act was approved. The number of this class of letters seems to be increasing instead of decreasing, and it may be predicted that many questions in connection with this law will pour into this office for months and even years to come. Many of these questions are intricate and important, and the answers to them can not be given without close thought and careful research.

It would not be an exaggeration to state that the additional work imposed upon this office in attending to this correspondence will make it necessary to employ at least two or three additional clerks of more than average intelligence and qualifications.

AMENDMENTS TO THE LAWS RECOMMENDED.

In my annual report of date November 21, 1889, your attention was called to several proposed changes in the laws that I deemed necessary, to wit: To secure the Government against losses by reason of insufficient bonds; to make clear some ambiguous statutes in connection with re-imbursements to postmasters for losses, and to enlarge and more clearly define the provisions of the law concerning obscene matter and indecent publications.

Bills were drafted and sent to you, and through you to the post office committees of the two Houses of Congress at its last session, in which were embodied all the proposed amendments to the several laws, but no action seems to have been taken on any one of the bills; at least so far as I have been able to discover no favorable reports of the committees were made thereon.

Attention is now called to the fact that the laws referred to in that report remain unchanged, and I desire to emphasize the recommendations then made by reproducing a part of what was suggested.

Concerning the liability of sureties on postmasters' bonds, the necessity of enlarging the authority of the Postmaster-General in certain

cases, and the proposition to make assistant postmasters more directly responsible to the Department I stated that—

Some change in the law concerning the liability of sureties on the bonds of postmasters, and so as to more clearly define their duties and responsibilities when a vacancy in the office of postmaster occurs, should be made. Section 3836, Revised Statutes, provides that their responsibility shall continue until a successor shall be appointed, and that it shall extend to "the safe-keeping of the public property of the post-office and the due performance of the duties thereof;" but it is silent as to what authority the sureties may exercise over the office until the vacancy be filled. To enforce the provision cited, the Department regulation provides that upon the death of the postmaster the sureties may take possession of the office, etc., "and may depute one of themselves or another person as acting postmaster," who shall continue to serve in that capacity until the office shall be filled by a regular appointment.

Ordinarily this regulation proves to be sufficient in case of the postmaster's death; but occasionally the Department finds itself seriously embarrassed by the disagreement among the sureties, who meet, discuss the matter, and "agree to disagree," or who divide, one portion suggesting one person and another portion a different person, or, in case of the absence of a part of the sureties when such vacancy occurs, when those present make a choice, which is afterward disapproved of by the absent sureties. Not only does embarrassment ensue to the Department proper, but the accounts of the vacant postmastership on the record of the Sixth Auditor become entangled in such a way as to retard their final settlement.

The difficulty complained of is not confined to vacancies occasioned by death, but it arises in case of removal where the conduct of the outgoing postmaster requires the immediate severance of his connection with the office, as well as in instances where the postmaster absconds; and it is more apt to occur when it is known that the politics of the successor will differ from those of the postmaster whose office has just become vacant. I have advised the Auditor in recent cases to recognize the person as acting postmaster who was designated by the sureties representing the largest amount on the postmaster's bond, and in cases where the sureties failed to name any person, to recognize whoever was serving as assistant postmaster prior to the vacancy. This advice, however, was simply the best I could give under the circumstances. It was not a ruling upon the law, but only a proposed common-sense arrangement made necessary by the emergency.

I submit that the section of the Revised Statutes above cited should be so amended as to give the Postmaster-General full power to deal with all such cases in his own way, if the sureties fail to perform their duty, and so as not to disturb their bonded liability. He is often compelled to assume the risk of so acting, but it is by no means certain that he does not also take the risk of releasing the sureties; and it is quite certain that he should not attempt to define the responsibility of sureties in the absence of legal authority to do so.

I would further suggest that the matter of the responsibility of assistant postmasters is one that at this time should be given due consideration by the Department.

This officer is appointed by the postmaster, and in the majority of cases is the most active person connected with the office, and the ostensible business manager thereof. He possesses practically all the authority of the postmaster, and a greater insight into the general business and minutiae of the office. With all the license and power granted such assistant, he is, however, neither by statute or regulation under any obligation or bond to the Department. His responsibility can only be determined by a judicial consideration of each particular case submitted. In my judgment the Department should be secured by ample bond, executed to and approved by it, in all cases before he enters upon the duties of his office.

I see no reason, also, why this rule should not be extended to include money-order and registry clerks in offices where the same are employed under a designated title as such.

I called attention a year ago to the propriety of amending the law so as to very clearly define what constituted a "burglary," and stated that the only definition that the Department could safely adopt was that of the common law, that it was "the forcible entry of premises in the night time."

In the absence of a statutory definition, it was unwise to apply the law as it now exists to any other crime than the one thus defined in the settlement of claims of postmasters growing out of "burglary." Hence I suggested that section 5478, Revised Statutes, should be amended to read as follows:

Any person who shall forcibly break into, or attempt to break into, any post-office, or any building used in whole or in part as a post-office, with intent to commit

therein larceny or other depredation, shall be deemed guilty of burglary, and on conviction thereof shall be punished by a fine of not more than one thousand dollars and by punishment at hard labor for not more than twenty years.

The deficiencies of the act of May 9, 1888, were also pointed out in my last report by its unintentional discrimination in favor of a class of claims arising from losses which accrued between March 17, 1882, and May 9, 1888. The amendments to the act of March 17, 1882, relating to such claims, were detailed, and in a word I suggested an amendment to the act of May 9, 1888, which if it were embodied in a law would be of great service to us in settling these claims and would be just to the claimants. The amendment was to insert after the word "provided" in said act the following, to wit:

That no claim exceeding the sum of two thousand dollars shall be paid or credited until after the facts shall have been ascertained by the Postmaster-General and by him reported to Congress, together with his recommendation thereon, and an appropriation made therefor: *And provided further*, That this act shall not embrace any claim for losses as aforesaid which occurred more than fifteen years prior to March seventeenth, eighteen hundred and eighty-two, or any claim for losses which occurred prior to the date last mentioned, which was not made within six months after said date except claims for postal funds, which may be allowed if made within six months from May ninth, eighteen hundred and eighty-eight, in cases where the postmaster had, at or about the time of the loss, made report thereof to the Post-Office Department or to a special agent or inspector of the Department, or any claim for losses which occurred subsequent to March seventeenth, eighteen hundred and eighty-two, unless such claim was made within six months from the time such loss occurred; and no claim for losses which may hereafter occur shall be allowed unless made within six months from the date of the loss.

I also renew my recommendation concerning the erasing from the act of May 9, 1888, the words "unavoidable casualties" and substituting therein the words "cause not arising from or contributed to by fault or negligence on the part of such postmaster."

"Unavoidable casualties" has nothing but an imaginary definition in the law; or, to state it in another way, its meaning is so indefinite that we are seriously annoyed by the attempt to apply the definition to any case upon which a claim is based not specifically provided for in the statutes.

Experience in this office has demonstrated the importance of more clearly defining by statute the authority of the Postmaster-General in what does or does not constitute contributory negligence upon the part of postmasters who claim credit for postal or money-order funds that are lost in transit.

The rule at present adopted for determining whether or not the postmaster should be relieved from the consequences of his supposed carelessness, so as to justify an allowance for losses of this character, is that he shall have at least one witness to the counting, the enveloping, and depositing in the mail-pouch of any letters or packets containing such remittances, and this rule is founded upon the regulation which the Postmaster-General can not safely change, lest it encourage postmasters in habits of negligence in connection with such remittances, and yet there are many cases in which the strict application of this rule would absolutely prevent them from making the remittance (especially of money-order funds) at the time required by the Departmental regulations, and that would, in the event of the burglarizing of an office or the destruction of money-order funds by fire, impose upon them the burden of the loss.

It does not seem fair to require a postmaster to hold money-order funds in his office beyond the time that he is directed by the regulation to remit them simply because he may not be able to secure a disinterested witness in the middle of the night to come into his office to

verify the counting and enveloping of the money, and stay there until he sees it deposited in the mail pouch to be carried from the office to the mailing-coach or mail-car; and it is equally unjust to make him pay the loss that might occur by fire or burglary that same night when the funds thus exposed to such casualty would have been *in transit* but for the strictness of the regulations. Nor is it wise for the Postmaster-General to make a new regulation on this subject without the full authority of law; hence, I recommend that the act now under discussion shall be further amended so as to permit the Postmaster-General to use his discretion in allowing credits or reimbursements in cases of losses, if he is satisfied that a failure to comply with the regulations of the Department did not arise from indifference or willful neglect, and that the failure did not contribute to the loss.

LOSSES BY FIRE, BURGLARY, ETC.

The accompanying exhibit (A) shows the amounts allowed under the act of Congress approved May 9, 1888, for losses resulting from fire, burglary or other "unavoidable casualty," and for postal and money-order funds remitted for deposit and lost in transit.

The total number of claims acted upon is 656, of which 507 were allowed in whole or in part, 117 were disallowed, and 32 were withdrawn or dismissed.

The total amount allowed is \$41,093.75, viz: For postal funds, \$8,198.51; for money-order funds, \$5,277.19; for postage stamps and other stamped paper, \$27,618.05. The allowances are classified as follows:

For postal funds:	
Lost by fire	\$860.73
Lost by burglary	7,136.89
Lost in transit to depository offices	166.72
Lost by miscellaneous casualties	14.17
	<hr/>
	8,198.51
For money-order funds:	
Lost by fire	57.70
Lost by burglary	2,584.49
Lost in transit to depository offices	2,635.00
	<hr/>
	5,277.19
For postage stamps, etc.:	
Lost by fire	8,154.36
Lost by burglary	19,245.67
Lost by miscellaneous casualties	218.02
	<hr/>
	27,618.05
	<hr/>
Aggregate	41,093.75

Classified according to the causes of loss, the allowances were as follows, viz:

Losses:	
By fire	\$9,092.79
By burglary	28,967.05
In transit	2,801.72
By miscellaneous casualties	232.19
	<hr/>
Total	\$41,093.75

Very respectfully,

JAS. N. TYNER,
Assistant Attorney-General.

The POSTMASTER-GENERAL,
P M G 90—10

REPORT OF THE POSTMASTER-GENERAL.

March 17, 1882, and May 9, 1888).

Name of post-office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Acree, Ga.	Charles E. Wilder ¹			\$22.00	Fire	May 12, 1884			\$17.28	Allowed	Apr. 4, 1890
Adel, Iowa	S. E. Carroll	\$7.81	\$32.07	124.21	Burglary	May 2, 1889	\$7.81	\$32.07	120.21	do	June 18, 1890
Adrian, N. Y.	Alfred H. Groves	162.04	81.16	354.43	do	Oct. 17, 1883	162.04	81.16	354.43	do	Aug. 10, 1890
Albany, N. Y.	D. V. O. Leary	10.00		3,526.60	Larceny	Apr. 25, 1883				See note ²	Apr. 21, 1890
Albion, Ill.	George A. Ferriman	447.00			Burglary	Dec. 23, 1883	71.00			Allowed	May 3, 1890
Albion, Ill.	George A. Ferriman			55.08	do	Dec. 23, 1883				Disallowed	June 3, 1890
Albion, Iowa	J. K. Wainett	165.55	51.79		do	Sept. 7, 1888	165.55	51.79		Allowed	May 21, 1890
Alma, Kan.	Mary Thompson	3.00	7.20		do	Apr. 13, 1883	3.00	7.20		do	Jan. 12, 1890
Altamont, Kan.	A. C. Carr			10.00	do	Sept. 1, 1883				Disallowed	June 12, 1890
Amity, Neb.	R. C. Sharp			2.96	do	Sept. 1, 1883				do	Jan. 12, 1890
Amity, Neb.	R. C. Sharp			2.51	do	Sept. 1, 1883				do	Jan. 12, 1890
Amity, Neb.	R. C. Sharp			6.71	do	June 3, 1883				do	Jan. 12, 1890
Andover, Vt.	H. A. Colburn				do	Aug. 24, 1884				do	Sept. 20, 1889
Angell, N. Y.	G. D. Miller	12.92			Fire	Aug. 2, 1883	12.92			Allowed	Nov. 20, 1889
Annapolis, Md.	R. Walsh	83.63	20.55	245.67	Burglary	June 2, 1883	83.63	20.55	245.67	do	Nov. 23, 1889
Annapolis, Md.	John Norrington	22.00		573.03	do	June 2, 1883	22.00		573.03	do	June 18, 1890
Anoka, Minn.	J. C. Frost	1.00		33.00	Fire	Nov. 20, 1883	1.00		33.00	do	June 11, 1890
Anoka, Minn.	J. C. Frost			6.90	Burglary	Nov. 1, 1883				do	Nov. 20, 1889
Arctic, Ill.	J. S. Bates	20.92			do	Sept. 5, 1883				Disallowed	June 10, 1890
Arlington Heights, Ill.	Charles Sigwalt			64.23	do	Nov. 5, 1883				do	June 10, 1890
Arroyo, Kans.	L. Humphreys		76.00		In transit	Aug. 29, 1884		5.00		Allowed	Feb. 11, 1890
Asay, Utah	H. D. Richardson	37.80			do	Aug. 29, 1884				do	Do.
Asbury Grove, Mass.	H. D. Richardson			63.75	Burglary	Oct. 2, 1883			63.75	Disallowed	Jan. 2, 1890
Assaria, Ga.	E. M. Matthews		10.00		In transit	Jan. 2, 1889				Allowed	June 2, 1890
Athens, Tenn.	P. M. Matthews			144.97	do	Dec. 4, 1883			144.97	do	Jan. 2, 1890
Atherton, Ill.	J. K. P. White			6.03	Fire	Dec. 4, 1883			6.03	do	Jan. 2, 1890
Atlas, Mich.	T. D. Sanford			16.20	Burglary	Sept. 2, 1883				do	Jan. 2, 1890
Auburn, Ky.	P. E. Brady	1,010.11	47.00	15.32	do	Sept. 2, 1883		32.10	1,010.11	do	Mar. 2, 1890
Aurora, Ky.	Alex. Cassen	16.84			Flood	Oct. 12, 1884	16.84			do	Sept. 18, 1889
Aurora, Ky.	Alex. Cassen			11.00	Fire	Oct. 12, 1884			11.00	do	Sept. 18, 1889
Aurora, Pa.	J. M. Heston			2.45	Burglary	Oct. 12, 1884			2.45	do	Sept. 18, 1889
Aurora, Pa.	J. M. Heston			3.16	do	Oct. 12, 1884			3.16	do	Sept. 18, 1889
Aurora, Pa.	J. F. McLaughlin			2.79	do	Jan. 15, 1889			2.79	do	May 12, 1890
Aurora, Pa.	J. F. McLaughlin			5.73	do	Jan. 15, 1889			5.73	do	May 12, 1890
Aurora, Pa.	J. F. McLaughlin			1.00	do	Jan. 15, 1889			1.00	do	May 12, 1890
Avondale, Pa.	H. M. Carpenter			27.10	In transit	Sept. 17, 1883			27.10	Disallowed	June 18, 1890
Baltimore, Tex.	W. H. Sinder				Burglary	Sept. 17, 1883				Allowed	Jan. 18, 1890
Bantam, Ohio	J. J. Talley			37.10	In transit	Sept. 17, 1883			37.10	Disallowed	June 18, 1890
Barlett, Tex.	C. E. Bigham			7.71	do	Sept. 17, 1883			7.71	do	June 18, 1890
Baskin, Va.	J. E. Bigham			(16)	Fire	Nov. 23, 1883			(16)	do	Feb. 11, 1890
Baylar, Ala.	M. Kimball			6.00	do	Nov. 23, 1883			6.00	do	June 18, 1890
Bayar, Wallow, Ky.	A. W. Barron				In transit	Nov. 23, 1883				Withdrawn	May 3, 1890
Beaufort, S. C.	N. Brady			84.00	do	Apr. 6, 1890			84.00	Allowed	Feb. 11, 1890
Bedford, Ky.	A. Giddens	30.00			Burglary	June 2, 1883	25.00			Allowed	Feb. 11, 1890

Beoville, Tex.	J. W. Flournoy ^a	78.00	8.89	In transit.	Apr. 20, 1889	Disallowed	Apr. 20, 1890
Belleville, Mo.	E. L. Blackburn ^a	5.00	81.19	Burglary	Aug. 20, 1884	do	May 8, 1890
Bellefonte, Pa.	T. Stewart	11.05	3.99	Fire	Oct. 4, 1884	Allowed	Apr. 12, 1890
Bellmont, Ky.	W. B. Cardigan	7.00	37.00	Burglary	Dec. 17, 1888	Disallowed	Do.
Bellmont, N. Y.	A. M. Crabtree			do	Nov. 3, 1884	Allowed	Apr. 29, 1890
Bellott, Mo.	W. H. Thompson	10.00	90.53	In transit.	Feb. 13, 1889	do	June 18, 1890
Belpre, Kas.	John Kennedy ^a	1.50	18.00	Fire	Nov. 13, 1888	Disallowed	June 18, 1890
Belfon, Mo.	R. K. Johnson	6.00	16.49	do	Feb. 17, 1888	Allowed	May 10, 1890
Bennett's Corners, N. Y.	C. W. Dulbeck	9.07	3.11	Burglary	Sept. 29, 1888	do	Nov. 26, 1889
Benton Station, Mo.	J. W. Treasurer	3.41	98.23	do	Oct. 9, 1888	Disallowed	Sept. 25, 1889
Berkshire, Ohio.	John Finch ^a		183.95	Storm	Apr. 22, 1883	do	Do.
Biller, Ala.	M. Y. Johnson	8.89	183.95	Fire	Mar. 6, 1883	Allowed	Sept. 18, 1889
Bilzies, Mo. Y.	F. Smith	8.95	183.95	do	Sept. 30, 1888	do	Nov. 26, 1889
Birchton, N. Y.	J. W. Laid	183.95	183.95	Burglary	Feb. 6, 1883	do	Mar. 5, 1890
Birt Island, N. Minn.	M. Galtre ^a	44.70	2.00	Fire	Dec. 6, 1883	Disallowed	Apr. 24, 1890
Blooming Prairie, Minn.				In transit.	Nov. 16, 1889	Withdrawn	June 18, 1890
Do.	J. L. Montgomery ^a	2.00		do	Feb. 6, 1889	Disallowed	Dec. 27, 1889
Do.	H. M. Becken ^a	136.20		Burglary	Dec. 23, 1888	Disallowed	Mar. 21, 1890
Booneville, Miss.	R. E. Marshall ^a	183.21	125.62	Fire	Dec. 30, 1888	Allowed	June 10, 1890
Boonville, Ark.	V. E. Noddy	57.60	2.41	Burglary	Feb. 28, 1889	do	June 18, 1890
Bowling Green, Mo.	M. A. Combs		10.87	Fire	Oct. 20, 1888	do	Feb. 1, 1890
Bowersville, Ga.	John A. Reese		10.87	do	Nov. 10, 1888	do	Mar. 5, 1890
Brandon, W. Va.	Charles Hermann		297.92	Burglary	Nov. 27, 1888	do	Apr. 12, 1890
Breadysville, Pa.	J. M. Brynes	1.50	(u)	do	Oct. 31, 1888	do	June 3, 1890
Brenham, Tex.	James F. Gorman	25.00	48.66	Fire	Aug. 3, 1888	do	Nov. 26, 1889
Brentwood, N. Y.	W. W. Duffie	8.75	(u)	Burglary	Dec. 21, 1888	do	Sept. 20, 1889
Brewster, N. Y.	W. H. Allen ^a		(u)	do	Dec. 21, 1888	Disallowed	Mar. 5, 1890
Brick Church, N. J.	V. C. Babcock ^a		(u)	Fire and burg-	Sept. 18, 1889	Withdrawn	May 14, 1890
Bridgewater, Corners, Vt.				lary			
Brightwood, Ind.	M. E. Hinch	9.44	38.54	Burglary	Jan. 9, 1889	Allowed	May 21, 1890
Brookland Station, Mo.	W. T. Adams		312.57	Fire	Nov. 27, 1888	do	June 18, 1890
Brownsville, Tex.	R. K. Kowalski	17.00	212.57	In transit.	Oct. 20, 1888	do	June 10, 1890
Brunswick, Ga.	L. North	6.00	83.66	Fire	June 17, 1882	do	June 18, 1890
Bryan, Tex.	John Q. Tabor		83.66	do	Mar. 3, 1889	do	Apr. 12, 1890
Bryant, Wis.	S. Hall	4.00	27.76	do	Oct. 3, 1888	do	June 18, 1890
Buck, Md.	J. A. Lyon		23.00	do	Aug. 27, 1888	do	June 18, 1890
Buckswamp, S. C.	J. C. Bass	25.00		Burglary	Nov. 20, 1879	do	Nov. 26, 1889
Buda, Ill.	L. D. Page			do	Mar. 20, 1879	do	

^a Claim included an indefinite amount of postal funds

¹ Act of Congress (Private No. 27) authorizes reimbursement by the Secretary of the Treasury.

² Loss resulted from negligence of postmaster.

³ No proof of burglary on loss.

⁴ Claim included damaged stamps, previously credited.

⁵ Remainder claimed was improperly withheld from deposit.

⁶ No satisfactory proof of remittance.

⁷ Non-compliance with instructions concerning remittance.

⁸ Funds had been previously withheld from deposit, contrary to instructions.

⁹ Unknown.

¹⁰ No loss. Claim based on misapprehension of facts.

¹¹ Loss resulted from larceny, through negligence of postmaster.

¹² No satisfactory proof of loss.

¹³ Money recovered through Dead Letter Office.

¹⁴ Money found and deposited to credit of claimant.

¹⁵ Loss resulted from larceny; not covered by statute.

¹⁶ Credit allowed for damaged stamps embraces entire loss.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Name of post-office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Bunker Hill, Ind.	T. J. O'Hara ¹	\$7.75		\$16.75	Burglary	Nov. 16, 1888				Disallowed	May 8, 1890
Burleson, Ala.	A. L. Osborn	8.34		8.34	do	Jan. 30, 1889			\$8.34	Allowed	June 3, 1890
Butler, N. J.	A. J. Cook	120.83		120.83	do	Oct. 21, 1888			120.83	do	Nov. 24, 1889
Butler, Dak.	S. L. Potter	6.50		6.50	Fire	June 6, 1889			6.50	do	June 18, 1890
Butte Meadows, Cal.	Mary McGann	6.00		48.40	do	Jan. 17, 1889			60.23	do	June 10, 1890
Bryesville, Ohio	George Connor	30.00			Burglary	Mar. 21, 1883	\$30.00			do	May 21, 1890
Cadiz, N. Y.	C. H. Seward	10.17			do	Oct. 18, 1888	10.17			do	Nov. 9, 1889
Cairo, N. Y.	F. S. Decker	50	\$90.00	17.22	In transit.	Mar. 10, 1889		\$90.00	11.00	do	June 10, 1890
Caldwell, Tex.	John S. Snook			25.00	Fire	Apr. 18, 1889			28.87	do	Apr. 25, 1890
Caloma, Iowa.	E. M. Workman			25.03	do	Apr. 12, 1889			25.62	do	June 10, 1890
Canton, N. H.	G. W. Wallace			46.63	do	Dec. 10, 1887			40.63	do	Sept. 20, 1889
Canton, Tex.	William E. Dean			42.29	Burglary	June 27, 1888			34.91	Allowed	Nov. 9, 1889
Cannonsburgh, Ohio	G. W. Mull			11.20	do	Nov. 21, 1888	6.30		11.20	do	May 8, 1890
Capron, Iowa.	T. G. Wickertsham	6.30		19.75	Fire	Feb. 1, 1889	25.00		19.75	do	June 10, 1890
Capron, Ind.	B. H. Gallagher	25.00		17.77	do	Nov. 18, 1888			17.77	do	Mar. 25, 1890
Carbon, Ind.	F. P. Shannon	2.50			Burglary	Nov. 18, 1888				Disallowed	Apr. 25, 1890
Carbondale, Wyo.	Z. Warren ²	6.75			do	Nov. 18, 1888				do	June 3, 1890
Carr, Mo.	T. H. Reynolds ¹	3.50	482.00		In transit.	Nov. 24, 1888				do	June 3, 1890
Carthage, Miss.	L. M. Garrett ⁴			44.69	Fire	Dec. 14, 1888			44.69	Allowed	June 10, 1890
Cassleton, N. Y.	J. W. Van Hoesen	9.72		22.80	do	Apr. 13, 1889	9.72		22.00	do	Mar. 24, 1890
Cattaraugus, N. Y.	J. H. Jewell			43.80	Burglary	Sept. 5, 1888			43.80	do	May 21, 1890
Cedar Hill, Tenn.	T. J. Ayers	8.73		64.42	Fire	Dec. 16, 1888				Disallowed	Apr. 4, 1890
Cedar Lake, Mich.	D. D. Pierce ⁵			54.79	do	Sept. 16, 1888			54.56	Allowed	Mar. 25, 1890
Central City, Dak.	W. R. Dickinson			12.95	do	Apr. 25, 1888			68.06	do	Do.
Central Park, N. Y.	John A. Brocher			68.00	do	Oct. 15, 1888			29.43	do	Mar. 5, 1890
Chancy, Iowa.	George T. McClure			29.43	Burglary	Oct. 15, 1888			9.27	do	Jan. 3, 1890
Chapman, Ohio.	H. L. Chapman			9.27	do	May 25, 1889			2.07	Disallowed	Apr. 4, 1890
Chemung, N. Y.	E. Gere	16.48	1.87		do	June 27, 1888			15.90	do	Apr. 25, 1890
Chestnut Hill, Md.	Charles Rignott ⁶	25.42		2.07	do	Oct. 25, 1889			14.10	Disallowed	Sept. 12, 1889
Cheviot, N. Y.	Fredrick Youngs	14.05	350.18	44.00	do	Nov. 3, 1889	14.05	350.18	2.07	Allowed	Apr. 4, 1890
Chicago, Ill.	James A. Sexton			15.90	do	Jan. 3, 1889			15.90	do	Apr. 25, 1890
Chicago, Ohio	John Litz				In transit.	Jan. 3, 1889			14.10	Disallowed	Sept. 12, 1889
Chico, Kans.	Mrs. C. A. Wait		3.00	14.10	Burglary	Aug. 11, 1889			363.05	Allowed	Mar. 5, 1890
Chili, Ind.	E. G. Prather ⁷	6.78		3.60	do	Nov. 20, 1888			104.42	Disallowed	Apr. 4, 1890
Chilo, Ohio.	J. W. McCabe			363.05	do	Nov. 20, 1888			7.06	Disallowed	Jan. 2, 1890
Chilton, Wis.	J. W. McDade				Larceny	July 6, 1884			30.00	Allowed	Mar. 25, 1890
Cholame, Cal.	Mrs. G. D. Wentworth ⁸	8.09	15.33		Burglary	Sept. 7, 1873	7.06		9.00	do	June 3, 1890
Christiansburgh, Ohio	Isaac P. Pond	7.06			do	Feb. 1, 1889	30.00		53.44	do	June 18, 1890
Clarendon, Ark.	Isaac Halpern	35.00			Fire	Jan. 25, 1889	2.00		23.90	do	June 18, 1890
Clarksburg, Va.	T. T. Gaskins	9.56			do	Jan. 25, 1889				do	June 18, 1890
Clay, Ark.	W. P. Howell			53.44	do	Jan. 25, 1889				do	June 18, 1890

ASST ATT'Y GEN'L—LOSSES BY FIRE, BURGLARY, ETC.

Place	Amount	In transit	Oct. 10, 1888	Disallowed	June 10, 1890
Clayton, Iowa	184.00	do	Jan. 4, 1888	do	Do
Do	32.00	Burglary	Mar. 14, 1889	do	Sept. 23, 1889
Cheopatra, Mo.	6.00	do	Sept. 20, 1888	do	June 10, 1890
Cleves, Ohio	42.40	Fire	Jan. 23, 1888	Allowed	June 12, 1890
Clinton Mills, N. Y.	40.00	do	Jan. 23, 1888	do	Nov. 26, 1889
Codyville, Kans.	7.31	Burglary	July 23, 1888	do	July 23, 1888
Coloas, Ill.	11.50	do	Mar. 24, 1888	Disallowed	Sept. 23, 1889
Coleburg, Pa.	17.00	do	Apr. 13, 1889	Allowed	Sept. 23, 1889
College Springs, Iowa	157.68	do	July 24, 1888	do	June 18, 1890
Colorado Springs, Colo.	221.17	do	Aug. 30, 1882	do	May 8, 1890
Colusa, Cal.	(¹⁰)	do	Oct. 30, 1887	Dismissed	Mar. 26, 1890
Constantia, N. Y.	45.00	do	June 18, 1884	do	Feb. 28, 1890
Conway Springs, Kans.	283.96	do	Jan. 6, 1881	Allowed	Apr. 4, 1890
Corinth, Vt.	18.92	do	Nov. 7, 1884	do	Jan. 2, 1890
Corry, Pa.	31.17	Burglary	May 8, 1889	do	Mar. 5, 1890
Cosper, Pa.	10.00	In transit	Oct. 30, 1888	do	June 18, 1890
Cottleville, Mo.	6.08	Fire	Nov. 19, 1888	do	Do
Cottleville, Mo.	40.00	Fire	Nov. 16, 1888	do	June 3, 1890
Corral, Cal.	7.00	Burglary	Apr. 16, 1881	do	Apr. 4, 1890
Covert, Pa.	141.54	do	Oct. 17, 1888	do	Feb. 11, 1890
Covington, Va.	80.45	Fire	Sept. 18, 1888	do	June 3, 1890
Cowles, Neb.	5.00	In transit	July 23, 1888	Disallowed	Nov. 26, 1889
Cranbury, N. J.	12.74	Burglary	Sept. 8, 1888	Allowed	Do
Creswell, Colo.	21.19	do	June 20, 1883	do	Jan. 4, 1890
Cross Plains, Ala.	12.00	do	Feb. 14, 1888	Disallowed	Nov. 26, 1889
Cuba, N. Y.	76.15	do	Mar. 29, 1888	do	Apr. 12, 1890
Culpeper, Va.	4.75	do	Nov. 21, 1888	Allowed	May 21, 1890
Cumback, Ind.	17.23	do	Nov. 21, 1888	do	May 8, 1890
Curryville, Ind.	16.38	do	July 13, 1888	do	Mar. 26, 1890
Cutler, Ohio	24.00	Burglary	June 14, 1883	do	June 18, 1890
Dakota, Ill.	15.00	In transit	Oct. 10, 1889	Dismissed	Jan. 4, 1890
Dayton, Ky.	105.00	do	Apr. 10, 1889	Allowed	Apr. 29, 1890
Decatur, Tenn.	20.51	do	Dec. 16, 1888	Disallowed	May 13, 1890
Decatur, Tex.	82.37	Burglary	July 28, 1888	do	June 8, 1890
Deerfield, Ohio	9.84	do	June 3, 1889	do	June 18, 1890
Delphi, Pa.	64.77	Fire	Sept. 8, 1889	Allowed	Nov. 26, 1889
Desdemonia, Tex.	73.17	Burglary	Oct. 11, 1885	Disallowed	June 3, 1890
De Witt, Neb.	7.00	Fire	Oct. 30, 1888	Allowed	June 3, 1890
Dexter, Oregon	12.60	do	Mar. 29, 1888	do	Mar. 26, 1890
Dixfield Centre, Me.	515.00	In transit	May 9, 1888	do	Sept. 20, 1890
Donaldsonville, La.	8.28	Burglary	July 19, 1889	do	June 18, 1890
Dorville, Ga.	8.95	In transit	July 19, 1889	Dismissed	Oct. 12, 1889
Doyal, Tenn.	3.95	do	do	do	do

1 Loss resulted from negligence of postmaster.
 2 Loss not reported at or about the time it occurred.
 3 Not known.
 4 Non-compliance with instructions concerning remittance.
 5 Stolen stamps were recovered by postmaster.
 6 Not within the provisions of the statute.
 7 Unknown.
 8 Claimant re-imbursed by another postmaster for part of remittance, remainder not remitted in compliance with instructions.
 9 Loss occurred in day-time and therefore did not result.

EXHIBIT A.—List of claims on account of loss by fire, burglary etc., acted upon by the Postmaster-General, etc.—Continued.

Name of post-office.	Name of postmaster.	Amount claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Dry Bone, Wis.	E. T. Goldthorp	\$0.14		\$10.21	Burglary	Jan. 4, 1899			\$10.21	Allowed	June 3, 1899
Duluth, Minn.	Jno. Flynn			41.85	Fire	Jan. 28, 1899			41.85	do	May 21, 1899
Dunbar, Pa.	D. R. Anderson	13.90			Burglary	Jan. 31, 1899				Disallowed	May 8, 1899
Dunbar, Va.	R. E. Anselie	(*)		(*)	Fire	Dec. 8, 1898	41.48		31.47	Allowed	June 18, 1899
Durant, Mich.	Wm. H. Putnam	.62	\$0.32	1.03	Burglary	Oct. 15, 1898	.62	\$0.32	1.03	do	June 3, 1899
Eagle Lake, Tex.	L. L. Norris	190.00	112.00	515.23	In transit	Apr. 20, 1899	190.00	20.98	515.23	do	Apr. 23, 1899
Eagle Pass, Tex.	Mrs. L. W. Varrington	60.00	20.98	40.00	Fire	Oct. 29, 1898				do	June 10, 1899
East Canaan, Conn.	Wm. A. Adam	3.25		32.01	Burglary	Nov. 24, 1874	2.23		38.44	do	Nov. 26, 1898
East Monroe, Ohio	Jas. H. Street			46.06	do	Oct. 19, 1898			46.06	do	Sept. 20, 1899
Easton, Ohio	Jno. V. Harrel		10.74		do	Apr. 8, 1899				do	Sept. 18, 1899
East Randolph, N. Y.	H. C. Soil	215.36		75.22	do	Sept. 25, 1898	215.36	10.74		do	Sept. 25, 1899
East Saginaw, Mich.	M. V. Meredith	100.86			do	Jan. 1, 1899	100.86			do	May 8, 1899
East Toledo, Ohio.	H. N. Brown	16.00	30.00		In transit	June 8, 1899	16.00			Disallowed	Jan. 2, 1899
Economy, Ind.	M. C. Robbins				Burglary	Sept. 24, 1899				Allowed	Mar. 11, 1899
Elford, Pa.	A. T. Bartlen	116.45			do	July 29, 1898	116.45			do	June 18, 1899
Ellet, Me.	A. C. Hayden	2.00		4.49	do	Oct. 20, 1898			4.49	do	Feb. 11, 1899
Elizabeth, Ark.	S. A. Hudgens			83.76	Fire	July 4, 1898			82.80	Allowed	Mar. 26, 1899
Elk Creek, Wis.	Olaf Pederson		40.00	39.17	Burglary	Dec. 5, 1898			39.17	do	June 30, 1899
Ellington, N. Y.	C. A. Seekins		69.00		do	Aug. 3, 1898			69.00	do	Nov. 28, 1899
Ellisville Depot, Miss.	Hilda A. McGowan		285.00		In transit	June 7, 1898				do	June 4, 1899
Elmo, Mo.	J. H. Clout			27.56	do	Mar. 16, 1898			27.36	Disallowed	Nov. 26, 1899
El Moro, Colo.	Thos. Cook	25.25		95.00	Fire	July 5, 1898			79.54	Allowed	Jan. 4, 1899
El Rito, N. Mex.	Jos. Grant			48.83	do	May 8, 1899	22.53		46.83	do	June 20, 1899
Emerald, Ohio.	W. L. Albert		56.25	1,056.36	Burglary	Mar. 28, 1899	62.61		3.97	do	June 10, 1899
Emporia, Kans.	S. T. Murphy	62.61			do	Aug. 30, 1894				do	Jan. 2, 1899
Enon Valley, Pa.	J. O. Caskey	90.23		3.97	do	Apr. 12, 1899	90.22		14.78	do	June 18, 1899
Eric, Kans.	G. W. Sansom				do	Feb. 7, 1899			3.50	do	Nov. 26, 1899
Ernstville, Md.	M. S. Zimmerman			3.50	Fire	Feb. 25, 1899				do	June 3, 1899
Evergreen Park, Ill.	C. W. Dean		20.00	14.20	do	Mar. 14, 1899				Disallowed	Jan. 10, 1899
Eversole, Ky.	Jno. S. Reynolds				Flood	Aug. 31, 1898				do	Jan. 2, 1899
Ewing, Neb.	J. N. Kay			84.28	In transit	Nov. 24, 1898			84.28	Allowed	Apr. 29, 1899
Fair Haven, N. Y.	F. R. Phillips			73.82	Burglary	Nov. 24, 1898			73.82	do	June 18, 1899
Falmouth, Va.	C. S. Hethin	20		13.95	Flood	June 1, 1899	.20		13.72	do	May 8, 1899
Fargo, Ind.	Geo. P. Bornwasser			24.56	Fire	July 16, 1898			17.39	do	Nov. 9, 1898
Farrison, Ky.	S. E. Magee		20.00		Burglary	Aug. 2, 1898				do	Apr. 4, 1899
Farmerville, La.	Leuc. Shuster	7.43	54.06	44.06	In transit	Aug. 3, 1898			54.03	Disallowed	June 3, 1899
Farmington, Conn.	E. H. Denning	14.81	3.35	101.37	Burglary	Sept. 14, 1898	14.81	3.35	207.76	Allowed	May 23, 1899
Do	do			18.61	do	Sept. 3, 1898			15.61	do	Nov. 26, 1899
Farrington, Pa.	Thomson Ruth			2.42	do	Nov. 24, 1898			2.42	do	June 10, 1899
Farragut, Pa.	George Markler			24.19	Fire	Aug. 13, 1898			18.26	do	May 21, 1899
Farrville, Ind.	A. C. Farr				do					do	

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Name of post-office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Grove City, Pa.	D. M. Morrow ¹	\$8.48	(^c)	(^c)	Burglary	Sept. 13, 1888			\$78.12	Disallowed	Nov. 26, 1889
Guerrville, Cal.	Mrs. A. R. Thompson				Fire	Feb. 20, 1889			35.51	Allowed	June 10, 1890
Guerrville, Cal.	Max Julius				do	Dec. 28, 1888			9.89	do	May 21, 1890
Gwin's, Tenn.	John C. Wilder	6.76		6.00	do	Nov. 27, 1884			6.00	do	Do.
Gwinville, Miss.	L. B. Walker				do	Mar. 23, 1885				do	Jan. 2, 1890
Hallettsville, Tex.	D. B. Howerton				In transit.	Nov. 20, 1889		\$67.00		do	Jan. 2, 1890
Hambilton, Md.	H. A. Corkran				do	Apr. 11, 1888			76.39	do	Apr. 4, 1890
Harcourt, Iowa.	J. M. Hedlund	13.14			Fire	Dec. 7, 1889	45.04		69.45	do	June 10, 1890
Harcourt, Iowa.	F. M. Addis.	8.05			do	Dec. 20, 1888				do	Apr. 12, 1890
Harcourt, Iowa.	T. E. Cooper	11.51			Burglary	Jan. 6, 1889	8.05			do	May 13, 1890
Haught's Store, Tex.	A. B. Canier			16.20	do	Apr. 14, 1890			16.20	do	May 13, 1890
Haverford College, Pa.	J. T. Galliole ¹			10.99	In transit.	Oct. 23, 1888				Disallowed	Nov. 26, 1889
Hayden Hill, Cal.	W. F. Harbert ¹	4.00			Burglary	Dec. 22, 1888				do	Nov. 26, 1889
Do.	do.	3.00			do	Jan. 16, 1889				do	Do.
Haydenville, La.	James R. Smith		141.00		In transit.	Nov. 17, 1888		141.00		Allowed	Do.
Hazel Green, Wis.	Ed. O'Neill ¹		153.00		do	Dec. 17, 1888				Disallowed	June 18, 1890
Hazlehurst, Miss.	F. M. Sexton ¹		116.00		do	Nov. 5, 1888				do	Do.
Hazleton, Iowa.	O. Tuttle				Fire	May 2, 1889			19.52	Disallowed	June 3, 1890
Helena, Ala.	L. P. Leonard ¹		43.00	(^c)	In transit.	Oct. 10, 1888			3.60	Allowed	June 10, 1890
Hepburn, Iowa.	A. J. Heady	8.43		8.60	do	Feb. 10, 1889	8.43		13.12	do	Jan. 2, 1890
Herbert, Wis.	A. Herbert			13.12	Burglary	Jan. 31, 1889			14.51	do	Mar. 5, 1890
Hermont Centre, Mo.	T. Hunt	6.07		(^c)	do	June 24, 1884	6.07		4.24	do	Mar. 26, 1890
Hermont, Mo.	E. S. Herndon			4.24	do	July 13, 1888				do	Jan. 2, 1890
Hickory Valley, Ark.	McCurdy Hall	12.04			In transit.	Mar. 13, 1891	12.04			do	Do.
Hico, Tex.	John A. Eakins		44.00		do	June 18, 1888		44.00		do	Do.
Higgaum, Conn.	C. P. Davis	153.91		11.02	Burglary	Nov. 1, 1889	53.62	11.02		do	May 12, 1890
Highland Park, Fla.	B. B. Dibben ¹			12.43	do	Oct. 9, 1888			34.63	Disallowed	Sept. 25, 1889
Highland Station, Mich.	John B. Crouse		36.63		Fire	Apr. 25, 1888			288.44	Allowed	Jan. 2, 1890
Hillsboro, Dak.	C. W. Morgan	185.33	69.35	288.44	Burglary	Sept. 23, 1888	185.33	25.00		do	Feb. 11, 1890
Hillsborough, N. C.	H. L. Parish			79.24	Fire	Nov. 27, 1888			74.79	do	Mar. 1, 1890
Hinsdale, N. Y.	C. R. Bowen	118.54		77.11	Burglary	Dec. 4, 1887	118.54		74.79	do	May 3, 1890
Holmes, Tenn.	D. W. Holmes ¹			17.19	do	Aug. 16, 1889				do	Dec. 24, 1889
Houston, Miss.	J. M. Griffin ¹	22.59	52.18		do	Nov. 6, 1888	20.12	52.18		Allowed	Apr. 12, 1890
Howard's Mills, Ky.	M. L. George			22.10	Fire	Nov. 6, 1888			22.10	do	June 10, 1890
Howan, Alaska.	J. L. Gould	42.17		42.17	do	Aug. 23, 1889			43.17	do	June 10, 1890
Hubbardston, Mich.	M. H. Cahalan	38.36	19.55	125.69	Burglary	Nov. 5, 1888	38.36	19.55	125.69	do	June 18, 1889
Hume, Mo.	D. H. Hill ¹	25.00			Fire	Jan. 21, 1885				do	Do.
Huntington, Ind.	J. C. Hunter	30.61		122.34	Burglary	Dec. 2, 1888	30.61		122.34	Disallowed	Apr. 12, 1890
Huntington, Ind.	S. H. Shearer	2.50		11.25	do	Nov. 11, 1888	2.50		11.25	Allowed	Do.
Hurdland, Mo.	Ira D. Cottey			81.38	do	Aug. 30, 1884			81.38	do	Nov. 26, 1889

Hatchins, Tex.	T. G. Bladco	6.67	107.81	Fire	Jan. 12, 1890	5.47	15.99	do	May 31, 1890
Idaville, N. Y.	J. Van Duzer	.....	11.10	Fire	Nov. 6, 1889	.....	1.21	do	June 15, 1890
Idaville, Tenn.	J. B. Longworth	.....	104.19	do	Nov. 10, 1889	.....	11.90	do	Feb. 1, 1890
Ivanhoe Furnace, Va.	T. F. Early	.....	370.00	Burglary	Nov. 21, 1889	.....	104.19	do	Feb. 1, 1890
Jackson, Tenn.	R. R. Harrison	1.00	22.00	In transit	June 21, 1889	1.00	570.00	do	Jan. 2, 1890
Jackson, Tenn.	R. R. Harrison	.....	63.82	Burglary	Dec. 30, 1889	.....	22.00	do	June 2, 1890
Jackson, Tenn.	L. D. Atchell	.....	(¹)	do	Sept. 30, 1889	.....	63.82	do	June 2, 1890
Jarrett, W. Va.	John J. Jarrett	.....	151.00	Fire	Oct. 20, 1889	.....	22.00	do	Jan. 2, 1890
Jasper, Ala.	John K. Lollar	.....	151.00	In transit	June 21, 1889	.....	52.00	do	Jan. 2, 1890
Jefferson, Ark.	Jas. Kwoley	.....	101.50	Fire	June 4, 1889	.....	151.00	do	June 20, 1890
Jennings, Tenn.	R. A. Buss	.....	26.40	do	Oct. 23, 1889	.....	100.22	do	June 20, 1890
Johnson's Bayou, La.	John P. Eddleman	.....	6.54	Flood	Oct. 31, 1889	.....	23.83	do	Apr. 23, 1890
Jolly, Ohio	W. W. Borell	.....	60.00	Burglary	Mar. 10, 1889	.....	20.40	do	Apr. 23, 1890
Jonesborough, Tenn.	T. H. Hines	3.50	(¹)	do	Aug. 27, 1889	2.50	6.54	Disallowed	June 18, 1889
Jonesburg, Mo.	R. A. Sinclair	(¹)	(¹)	do	July 14, 1889	12.00	78.00	Allowed	Nov. 7, 1889
Jonesville, Mich.	Annel Edly	34.04	73.00	do	Aug. 28, 1889	34.04	78.00	do	Apr. 23, 1890
Jonesville, Vt.	Jno. Swan	47.00	73.00	do	Sept. 15, 1878	25.00	78.00	do	Sept. 25, 1889
Kanra, Iowa	Joseph H. Adams	.....	3.80	Fire	July 13, 1888	.....	3.80	do	Apr. 20, 1890
Kempson, Ind.	John W. Reese	100.00	30.72	Fire	Sept. 21, 1888	.....	11.90	Disallowed	May 13, 1890
Kenney, Ill.	M. E. Robbins	93.00	100.00	Burglary	May 28, 1884	100.00	100.00	Allowed	Sept. 11, 1890
Kenese, Ky.	M. E. Thornton	2.00	17.00	do	Oct. 6, 1887	.....	17.22	Disallowed	Nov. 24, 1889
Key, Ga.	M. E. Groover	.....	17.00	Fire	Jan. 26, 1889	2.00	17.22	do	Nov. 24, 1889
Kincard, Kans.	W. C. Mackaug	8.25	27.65	In transit	Dec. 10, 1888	7.70	35.98	Disallowed	June 2, 1890
Kings, Ohio	T. N. Black	.....	8.92	Fire	Dec. 10, 1888	.....	35.98	Allowed	Jan. 12, 1890
King's Landing, Ala.	M. S. Smith	22.64	85.35	In transit	July 14, 1888	23.64	85.35	Disallowed	Apr. 23, 1890
Kingson, Ohio	R. H. Hinton	40.76	85.35	Burglary	Mar. 10, 1889	40.76	85.35	do	May 8, 1890
Kingson, R. I.	H. W. Kirby	9.07	87.90	Fire	Feb. 13, 1889	.....	81.14	Disallowed	June 18, 1890
Knox, Iowa	H. W. Kirby	.....	71.00	Burglary	Apr. 23, 1889	.....	71.00	do	June 18, 1890
Kriden, Mo.	T. M. North	55.83	8.55	Flood	Aug. 19, 1888	55.83	65.50	Disallowed	Sept. 25, 1889
Labadie, Mo.	L. G. Guidry	8.79	65.50	Burglary	Aug. 19, 1888	8.79	65.50	Allowed	June 18, 1890
Laclede, Ill.	John A. Kling	25.00	6.14	Fire	Feb. 1, 1889	.....	6.14	do	June 18, 1890
Lake Bluff, Ill.	John A. Kling	.....	6.14	Burglary	Nov. 4, 1889	25.00	6.14	do	Apr. 23, 1890
Lambert, Ark.	A. C. Lane	.....	56.56	do	Aug. 10, 1888	.....	56.56	do	Nov. 24, 1889
Landon, Pa.	J. C. Oberler	18.60	18.60	do	Sept. 10, 1888	.....	18.60	do	Nov. 24, 1889
Laud, Pa.	J. C. Oberler	44.75	44.75	do	Dec. 13, 1888	.....	44.75	do	Apr. 23, 1890
Laurel, Ohio	Ellen E. Purdy	2.00	2.00	do	Feb. 12, 1889	3.05	2.00	do	May 8, 1890
Lawrence, Cal.	D. C. Ford	3.05	6.83	Fire	Dec. 25, 1888	.....	3.18	do	June 8, 1890
Lawrenceville, Pa.	W. R. Hooks	10.00	184.44	Burglary	June 25, 1887	6.00	184.44	do	Do
Lebanon, Iowa	S. E. Vincent	.....	130.00	do	Jan. 8, 1889	.....	130.00	do	May 31, 1890
Lebanon, N. J.	J. L. Grippen	21.67	21.67	Fire	Mar. 6, 1888	.....	21.67	do	Apr. 12, 1890
Lebanon, Ohio	J. D. Ambrose	1.05	1.05	Burglary	Feb. 28, 1889	.....	21.67	do	Sept. 26, 1889
Lebanon, Ohio	R. S. Weaver	.....	1.05	do	Sept. 19, 1888	65	21.67	do	June 8, 1890
Lebanon, Ohio	R. E. Kochenderfer	.....	1.05	do	Sept. 19, 1888	.....	21.67	do	Nov. 9, 1889

* The stolen stamps were recovered.

* Non-compliance with instructions concerning remittances.

* Not presented within the time required by statute.

* Loss resulted from negligence of postmaster.

* Unknown.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Name of post-office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Lena, Wis.	S. G. Pelkey			\$40.00	Fire	Oct. 10, 1888			\$37.86	Allowed	June 18, 1890
Lenexa, Kans.	A. P. Williams			40.00	do	Aug. 30, 1888			40.00	do	May 13, 1890
Leontidas, Mich.	Jas. Dunkin			(1)	do	Feb. 12, 1889			50.05	do	June 10, 1890
Lloyd, Pa.	E. Blackwell			31.58	do	Apr. 15, 1884			24.88	do	Do.
Locustville, Ill.	W. R. Ogden	\$26.27		(1)	In transit.	Jan. 11, 1890				Dismissed	Mar. 12, 1890
Locust Hill, Va.	J. W. Daniels			(1)	Burglary	Jan. 7, 1889				do	Mar. 5, 1890
Lodi, Ohio	F. H. White	38.43	\$28.03	374.81	In transit.	Mar. 7, 1889	\$31.63	\$28.03	370.61	Allowed	May 21, 1890
Long, Kans.	Mary J. Carrington				In transit.	Mar. 12, 1889				Dismissed	Jan. 27, 1890
Long Lake, Ill.	Chas. Lorton	3.00	31.00	16.00	Burglary	July 16, 1888			21.70	Dismissed	June 3, 1890
Longwood, N. Mex.	Jas. Roberts			21.70	do	Jan. 21, 1889				Allowed	Apr. 4, 1890
Loring, Kans.	A. P. Miller		5.00		In transit.	Nov. 4, 1888	.66			Dismissed	June 8, 1890
Loring, Kans.	E. A. Rhea	56		28.63	Fire	Nov. 4, 1888	2.06			Allowed	May 13, 1890
Louisa, Ala.	Mrs. N. B. Swan				do	Jan. 19, 1875	55.00			do	Mar. 28, 1889
Louisville, Kans.	J. McKown	100.00			Burglary	June 8, 1885				do	Nov. 26, 1889
Louisville, Miss.	M. A. Metts		25.00		do	Dec. 1, 1888				Dismissed	June 18, 1890
Loveland, Ohio	H. L. Wheeler	40.19	63.13	69.43	do	Oct. 13, 1888	40.19	62.18	69.42	Allowed	Jan. 2, 1890
Luther, Mich.	Gen. A. Osborne	101.30	3.88		do	Oct. 22, 1888	101.20	3.88		do	May 21, 1890
Lyons, Ohio	C. E. Carmon	105.70			do	June 22, 1891	33.94			do	May 12, 1890
McBride, Mich.	C. L. Lewis			27.63	Fire	July 5, 1888			27.63	Dismissed	Apr. 4, 1890
McBride, Tex.	W. C. Stewart		55.00		In transit.	Apr. 21, 1889			8.08	Allowed	May 8, 1890
McFarland, Kans.	John Winkler			8.03	Storm	Aug. 2, 1888			76.26	do	Apr. 4, 1890
McGregor, Tex.	J. J. Padgett			76.26	Burglary	Dec. 25, 1887				Dismissed	May 8, 1890
Madison, Ind.	M. A. Barnett				do	Nov. 2, 1888			2.45	Allowed	Nov. 22, 1889
Madison, Pa.	M. B. Robinson	164.20			do	Nov. 24, 1889	10.98			do	June 10, 1890
Mainville, Pa.	W. H. Utz	9.15		10.45	do	Jan. 24, 1893			30.20	do	Do.
Malone, Iowa	W. S. Barton			30.91	do	Oct. 21, 1888			30.94	do	May 8, 1890
Manchester, Kans.	C. B. Ludian			(1)	Fire	Dec. 15, 1889			21.40	do	Mar. 24, 1890
Manchester, Kans.	J. H. Phillips	153.00			Burglary	June 23, 1877	153.00			do	Sept. 25, 1889
Manassas, Va.	H. S. Gleason	12.67			do	Nov. 20, 1887	12.67			do	May 12, 1890
Manassas, Va.	Mrs. Ida Jones	60.32			do	Mar. 20, 1888				Dismissed	June 18, 1890
Marble Head, Ill.	Jas. Brockley		178.50	(1)	do	Aug. 11, 1887			15.25	Allowed	June 10, 1890
Marion, Ark.	Jas. A. Kous				Fire	Aug. 11, 1887	18.86			do	June 10, 1890
Marion, Ark.	Jas. Ryan		15.00		In transit.	Jan. 22, 1887		15.00		do	Do.
Marion, Ark.	Mrs. H. E. Etherford				Burglary	Sept. 14, 1888		14.54		Dismissed	Do.
Marion, Ark.	S. G. Jamison		14.54		Fire	Jan. 20, 1889				do	Nov. 9, 1889
Marion, Ark.	C. H. Morgan			2.49	do	Apr. 8, 1883				do	June 10, 1890
Marquette, Tex.	L. J. Rodgers	23.36		23.36	do	Mar. 20, 1884			2.88	do	May 21, 1890
Marquette, Tex.	C. F. Rogers				do	Dec. 24, 1883			30.20	do	June 10, 1890
Marquette, Tex.	Nelson Mills	239.48		12.80	do	Oct. 24, 1883			12.80	Dismissed	Do.
Marysville, Mich.	W. E. McCloud			38.65	Burglary	Oct. 13, 1883			38.65	do	Do.
Marysville, Ohio	N. E. Sparrow	2.86	3.80	8.14	do	Feb. 7, 1889	3.90	2.80	9.14	do	Nov. 9, 1889
Massachusetts, Mass.	W. E. Sparrow	1.00		11.61	do	May 5, 1889			11.61	do	June 10, 1890
Matteawan, N. Y.	John Vander Brugh		2.00	8.41	do	Oct. 11, 1888		2.00	8.41	do	Jan. 7, 1890

ASS'T ATT'Y GEN'L—LOSSES BY FIRE, BURGLARY, ETC.

Maxwell, Tex.	E. P. Laney	34.95	Fire	Jan. 1, 1899	42.46	do	June 10, 1890
Meachville, Nebr	F. F. Snyder	12.00	do	Mar. 16, 1898	12.00	do	Jan. 2, 1890
Meachville, Nebr	R. H. Tucker	25.00	do	Dec. 21, 1898	23.70	do	Apr. 29, 1890
Metropolis City, Ill.	F. A. Truesdale	97.24	Burglary	Mar. 28, 1899	97.24	Disallowed	Mar. 26, 1890
Metzger, Ga.	E. E. Metzger	1.00	In transit	Apr. 18, 1891	1.00	Disallowed	Mar. 5, 1890
Middleton, Idaho	E. Shainwald	95.86	Robbery	Aug. 31, 1879	87.84	Disallowed	Apr. 4, 1890
Millard, Dak.	W. H. Elliott	78.68	Fire	July 1, 1898	14.38	Allowed	June 10, 1890
Millington, Ill.	J. T. Fenwick	103.41	Burglary	Nov. 12, 1898	38.53	Disallowed	May 10, 1890
Milton Plantation, Me.	Z. B. Underwood	93.22	Fire	Dec. 27, 1898	14.38	Allowed	Sept. 20, 1890
Minneapolis, Minn.	C. B. Coffin	39.65	do	Nov. 21, 1898	38.53	Disallowed	June 3, 1890
Minneapolis, Pa.	D. S. Porten	8.00	Burglary	Feb. 6, 1890	151.19	Disallowed	May 13, 1890
Moline, Ill.	J. W. Gould	169.77	In transit	Sept. 2, 1890	104.21	Allowed	Mar. 5, 1890
Monroe, La.	I. Garrett	141.96	do	Apr. 18, 1898	101.53	do	July 20, 1890
Monroe, Me.	R. N. Mansur	101.53	do	Apr. 7, 1899	7.83	do	June 18, 1890
Monroeville, Ala.	F. A. Seymour	71.00	In transit	Feb. 14, 1890	16.73	Disallowed	Sept. 12, 1890
Do	do	114.00	do	Feb. 15, 1890	102.47	Allowed	Apr. 12, 1890
Montclair, Mich.	J. C. F. Sweet	16.73	Fire	Oct. 18, 1898	123.15	Disallowed	June 3, 1890
Montgomery, Mass.	W. S. Bidwell	105.07	Burglary	Apr. 6, 1890	5.13	do	June 10, 1890
Montrose, Dak.	D. M. Simmons	25.00	In transit	Dec. 31, 1898	20.98	do	Do
Moorehead, Minn.	Edw. Fay	20.98	Burglary	Nov. 24, 1898	6.95	do	Apr. 4, 1890
Morena, Tenn.	R. R. Simmons	9.50	Fire	Feb. 12, 1890	9.94	do	Mar. 26, 1890
Morgan, Tex.	R. Donnell	28.00	In transit	June 17, 1898	22.30	Disallowed	May 13, 1890
Monticello, Fla.	J. F. Sewell	28.35	Burglary	Nov. 9, 1898	12.00	Allowed	Nov. 26, 1890
Mount Perry, Ohio	T. R. Griffith	33.70	do	Sept. 6, 1898	13.00	Disallowed	June 18, 1890
Mount Vernon, Iowa	S. H. Bauman	11.20	do	Oct. 20, 1894	56.40	Allowed	May 8, 1890
Mount Vernon, Mo.	E. Boucher	13.00	do	Feb. 27, 1893	127.73	do	Feb. 11, 1890
Do	do	12.00	do	Feb. 21, 1895	3.28	do	Jan. 2, 1890
Mount Vernon, N. H.	John M. Fox	13.00	do	Apr. 17, 1899	30.40	Disallowed	Nov. 26, 1890
Mount Vernon, Wash.	C. D. Kimball	97.00	In transit	Dec. 28, 1898	165.00	Allowed	Sept. 19, 1890
Murrayville, Ill.	S. Whitlock	104.00	Burglary	Dec. 13, 1898	623.52	do	June 11, 1890
Do	T. Crouse	3.78	do	Oct. 31, 1898	23.50	do	June 3, 1890
Myer, Pa.	J. P. Nichols	3.78	do	Aug. 26, 1898	5.92	Disallowed	June 18, 1890
Namooki, Ill.	T. J. Irish	30.40	In transit	May 3, 1899	1,059.25	Allowed	Mar. 5, 1890
Nashville, Ohio	H. Y. Overholzer	20.00	Burglary	May 19, 1899	93.43	do	June 18, 1890
Natchez, Miss.	B. S. Chase	123.74	do	Mar. 5, 1899	338.21	Allowed	Jan. 18, 1890
Negaunee, Mich.	Della A. Kruse	623.52	do	Mar. 5, 1899	15.00	Disallowed	June 18, 1890
New Cornin, Ohio	Z. A. Kav	7.00	do	Apr. 25, 1899	11	Money refunded by postmaster at Seattle, Wash.	11
New Lane Station, N. Y.	F. B. Clark	12.00	do	July 4, 1899	48.22	Allowed	June 18, 1890
New Rochelle, N. Y.	John T. Campbell	432.86	Fire	Apr. 24, 1899	8.40	Disallowed	June 18, 1890
New Lenox, N. Y.	John F. Cashell	114.00	do	Sept. 7, 1898	8.40	Disallowed	June 18, 1890
Newton, N. J.	T. G. Bunnell	58.00	do	Sept. 10, 1897	15.00	Allowed	June 18, 1890
Newtonville, N. Y.	C. C. Miller	39.00	Fire	Nov. 19, 1898	11	Money refunded by postmaster at Seattle, Wash.	11
Nippon, Cal.	E. G. Dana	380.00	Fire	Nov. 19, 1898	11	Money refunded by postmaster at Seattle, Wash.	11

1 Unknown.
 2 Money recovered.
 3 No formal claim filed and no proof of loss.
 4 Loss made good by postmaster at St. Joseph, Mo.
 5 No satisfactory proof of amount lost.
 6 Loss resulted from larceny.
 7 Loss by burglary not proved.
 8 No proof of burglary.
 9 No satisfactory proof of loss.
 10 No formal claim filed

REPORT OF THE POSTMASTER-GENERAL.

Name of post-office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Nokonia, Ill.	M. E. Tuohy ¹	\$12.67		\$67.44	Burglary	Oct. 25, 1888	\$46.00			Disallowed	Apr. 12, 1890
Norfolk, Neb.	W. H. Widaman	111.60			do	Nov. 7, 1888				Allowed	Jan. 4, 1889
North Clarendon, Pa.	E. C. Simpson			353.93	do	Dec. 30, 1888			\$353.93	do	Dec. 30, 1888
North Hancock, Mo.	N. K. Kallat			45.24	do	Dec. 30, 1888			45.57	do	Dec. 30, 1888
North Harrison, N. H.	E. P. Wines			16.88	Fire	Oct. 16, 1888			171.10	do	June 2, 1890
North Stratford, Conn.	A. J. Tillinghast			4.96	do	June 2, 1889			14.09	do	Jan. 2, 1890
Norway, Mich.	J. H. Gee				do	June 2, 1889				do	Dec. 11, 1890
Norway, Ill.	F. E. C. C.	\$123.85		\$27.61	Burglary	Oct. 25, 1888		\$6.25	327.61	do	Feb. 11, 1890
Oakville, Ala.	John P. Hodges ¹			15.61	do	May 9, 1889				Disallowed	June 10, 1890
Oasis, U. S.	John L. Horning			(¹)	Fire	Dec. 18, 1888	46.00		80.38	Allowed	June 4, 1890
Oakland, Ohio	E. J. Phillips			17.00	Burglary	May 7, 1889	9.52		7.95	do	Jan. 10, 1890
Oakland, Tex.	J. B. Hardley				Fire	Sept. 24, 1888	9.41			do	Jan. 10, 1890
Oakland, Ind.	J. L. Foster				Burglary	Sept. 24, 1888	75.00			Disallowed	Jan. 8, 1890
Oakland, Utah	N. Kimball	1,028.88			do	Jan. 18, 1890				Disallowed	Mar. 25, 1890
Oakland Springs, Mich.	G. E. Hamilton				do	Sept. 27, 1887				Disallowed	Jan. 25, 1890
Oakdale, Pa.	C. W. Sallon ¹	65.00			do	Nov. 8, 1887			7.00	Allowed	Jan. 25, 1890
Oakdale, Me.	W. P. Norman			7.00	Fire	Feb. 7, 1889			413.60	do	Sept. 28, 1889
Oakdale, Tenn.	E. H. Whitton	35.68		413.60	Burglary	Nov. 3, 1888	35.68			do	Mar. 28, 1889
Oakdale, Kan.	Z. T. Watkins	7.03			do	Aug. 26, 1889	7.03			do	June 18, 1890
Oakdale, Mo.	J. W. Hupp	24.80			do	Nov. 28, 1885	53.00			do	June 3, 1890
Oakdale, N. Y.	F. C. Laine	43.63	6.05		do	Oct. 23, 1888	24.90	6.05		do	Apr. 29, 1890
Oakdale, Ohio	J. G. Freeman	4.00		203.16	do	Nov. 17, 1889	43.63		203.16	do	June 10, 1890
Oakdale, Tex.	J. R. Hogue	92.37		8.10	Fire	Mar. 18, 1889			13.53	do	Apr. 4, 1890
Oakdale, Wis.	Nellie E. Marshall			50.00	do	Apr. 16, 1888			28.57	Allowed	Apr. 4, 1890
Pacific, N. Y.	H. Pedelford ¹	4.54			In transit	Sept. 22, 1888				Disallowed	May 15, 1890
Pacific, Ind.	J. T. Beckin	9.03		6.20	Burglary	June 22, 1888			6.20	Disallowed	Mar. 28, 1890
Pacific, Miss.	M. O. Chapman ¹		212.00		In transit	Sept. 23, 1880	9.06			Disallowed	June 20, 1890
Do	do		25.00		do	do		25.00		Allowed	June 20, 1890
Do	do		48.00		do	Sept. 24, 1889		48.00		do	May 13, 1890
Panthersburg, N. J.	William G. Covgill			5.98	Burglary	Dec. 17, 1888			5.98	do	Apr. 4, 1890
Pear River, Ark.	J. R. Wheat			63.58	Fire	Dec. 28, 1887			26.60	do	Apr. 4, 1890
Pear River, N. Y.	James Surren			55.82	Burglary	Sept. 29, 1887			60.12	do	Apr. 2, 1890
Pecatonica, Ill.	C. E. Hallock ¹				do	June 25, 1888				Disallowed	Mar. 28, 1890
Pecatonica, N. Y.	Joseph Hudson ¹	85.60			do	Oct. 20, 1881			146.17	do	Mar. 28, 1890
Pennville, Ind.	James A. Russell	3.54		146.17	do	Oct. 31, 1883	2.54		38.00	Allowed	Feb. 11, 1890
Perry, N. Y.	H. M. Scranton	3.18	2.58	4.75	do	Apr. 9, 1889	5.18	2.58		do	June 10, 1890
Perryville, Ohio	L. E. Darling	8.88	21.32	29.36	do	Sept. 5, 1884	8.88	21.32		do	June 2, 1890
Do	Mrs. L. I. Darling			113.00	do	Apr. 10, 1889			113.00	do	June 18, 1890
Pequanock, Conn.	Z. P. Gramine			50.32	do	Jan. 17, 1889			50.32	do	May 13, 1890
Pheasantville, Pa.	John Haviland	5.50		122.89	do	Nov. 13, 1888	5.50		122.89	do	Feb. 11, 1890

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Name of post-office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of solution.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Saint Clair, Mo.	W. A. Todd	.....	.....	\$17.00	Burglary	Aug. 31, 1893	.....	.....	\$12.00	Allowed	May 8, 1899
Saint Johnland, N. Y.	T. W. Smith	.....	.....	122.84	Fire	Aug. 17, 1893	.....	.....	111.84	do	Apr. 12, 1899
Saint John's, Ariz.	B. F. M. Blake	.....	\$34.60	.....	In transit	Oct. 31, 1893	.....	\$23.00	.....	do	Jan. 4, 1899
Salem, Ala.	R. L. Kennon	.....	42.00	37.32	Burglary	Oct. 12, 1893	.....	42.00	37.32	do	Nov. 26, 1893
Salem, N. J.	Robert Newell	.....	.....	.....	In transit	Oct. 12, 1893	.....	.....	.....	do	May 13, 1899
Salt Creek, Tex.	C. H. McHugh	14.17	.....	.....	Tornado	May 5, 1876	\$14.17	.....	.....	do	June 18, 1899
Sandusky, Tex.	W. F. Evans	.....	.....	48.00	Fire	Nov. 5, 1895	.....	.....	43.06	do	Do.
San Francisco, Cal.	S. C. Go	.....	.....	33.60	Theft	Nov. 19, 1898	.....	.....	.....	Disallowed	Apr. 12, 1899
San Patricio, Tex.	S. J. Lewis	5.14	.....	10.65	Fire	Feb. 21, 1893	1.50	.....	4.25	Allowed	Jan. 18, 1899
Santa Anna, Tex.	W. J. Crosby	.....	119.00	.....	In transit	June 15, 1893	.....	119.00	.....	do	Jan. 18, 1899
Santa Clara, Cal.	I. N. Thompson ²	23.00	15.00	149.87	Burglary	Jan. 6, 1899	.....	.....	23.75	Disallowed	Sept. 20, 1899
Sardinia, Ohio	J. B. McClain	.....	.....	28.20	do	Nov. 8, 1893	.....	.....	28.00	do	Mar. 26, 1899
Savannah, Wis.	G. E. Odell	197.83	.....	.....	Burglary	Aug. 8, 1897	197.83	.....	34.45	do	Nov. 26, 1899
Scandia, Kans.	W. A. Kortmeyer	15.50	380.00	29.27	Fire	Dec. 14, 1893	15.50	380.00	.....	do	June 8, 1899
Scho Oregon	J. S. Morris	.....	.....	9.09	In transit	June 5, 1893	.....	.....	9.09	do	Mar. 5, 1899
Scranton City, Iowa	R. Oliva	.....	.....	50.72	Mice	Mar. 18, 1893	.....	.....	.....	Disallowed	June 10, 1899
Scribner, Pa.	W. Cross ³	.....	.....	83.76	Burglary	July 14, 1893	.....	.....	83.76	Allowed	Nov. 26, 1899
Selma, Cal.	William L. Smith	4.68	.....	84.36	Fire	Sept. 15, 1893	.....	.....	84.36	do	Apr. 12, 1899
Shanesville, Ohio	John Roth	22.03	.....	.....	Burglary	Dec. 5, 1893	4.69	.....	.....	do	May 31, 1899
Sharon, Wash.	Sidney S. Ford	.....	.....	4.60	In transit	Jan. 2, 1899	22.03	.....	.....	do	Feb. 11, 1899
Shaffer, W. Va.	E. Snyder	.....	.....	20.00	Fire	Mar. 15, 1899	.....	.....	4.66	do	Apr. 2, 1899
Shiloh, N. Car.	W. H. Kennedy	.....	.....	.....	do	Feb. 23, 1899	.....	.....	20.30	do	June 18, 1899
Shive, Tex.	J. W. Shiver	.....	5.00	.....	In transit	Apr. 17, 1899	.....	.....	.....	Disallowed	Apr. 2, 1899
Siloam Springs, Ark.	J. A. Craven ³	.....	.....	57.60	Burglary	Mar. 1, 1893	.....	.....	41.31	do	Jan. 2, 1899
Silver Hill, W. Va.	D. A. Miner	11.48	.....	28.07	Fire	Mar. 23, 1895	.....	.....	.....	Allowed	Mar. 26, 1899
Skene, Tenn.	Mrs. P. C. Babcock ⁴	.....	.....	10.34	In transit	Oct. 10, 1899	.....	.....	10.34	Disallowed	Jan. 4, 1899
Skinner's Eddy, Pa.	T. B. Vosburgh	26.00	.....	26.00	Burglary	Dec. 8, 1893	.....	.....	12.55	Allowed	Sept. 20, 1899
Smith, Del.	T. A. Williams	.....	.....	12.52	Fire	June 7, 1899	.....	.....	.....	do	June 18, 1899
Smithfield, N. C.	Matilda V. Sneed	28.75	.....	.....	do	Aug. 7, 1899	.....	.....	.....	do	June 18, 1899
Smithville, Ga.	R. F. Satter ⁵	.....	.....	.....	Burglary	Jan. 27, 1876	.....	.....	24.75	Disallowed	Sept. 25, 1899
Smoky, Idaho	W. H. Reynolds	.....	.....	87.72	Fire	Nov. 6, 1893	.....	.....	75.00	Allowed	May 13, 1899
Solon, Iowa	C. H. Shircliff	.....	.....	12.38	Burglary	Sept. 14, 1893	.....	.....	.....	do	Mar. 5, 1899
South Ballerica, Mass.	Mary E. A. Libbey	.....	.....	94.04	Fire	Feb. 24, 1896	.....	.....	94.04	do	Jan. 4, 1899
South Eimston, N. Y.	W. H. Cankins	.....	.....	25.18	Burglary	Jan. 15, 1899	.....	.....	25.18	do	May 8, 1899
South Fincastle, Ohio	J. W. McKimney	.....	.....	2.60	do	Mar. 25, 1899	.....	.....	2.60	do	June 10, 1899
South Fitchburg, Mass.	W. Stowell	.....	.....	127.00	do	Apr. 23, 1893	.....	.....	127.00	do	June 18, 1899
Smith Fork, Pa.	D. W. Luke	6.00	.....	.....	do	Dec. 2, 1893	6.00	.....	225.91	do	Mar. 5, 1899
South Lancaster, Mass.	H. B. Hosmer	125.99	43.60	236.90	do	Aug. 18, 1884	125.28	35.00	39.60	do	June 18, 1899
South Milford, Mass.	H. B. Fisk	.....	.....	39.50	do	Apr. 22, 1880	.....	.....	.....	do	June 18, 1899
South Owego, N. Y.	W. B. Williams	10.00	.....	.....	do	Aug. 15, 1884	.....	.....	4.49	do	Feb. 11, 1899

South Seabrook, N. H.	J. W. Eaton.	20	3.54	Fire	Mar. 14, 1889	20	34.23	20.36	do	June 10, 1890
South Weatherfield, Conn.	L. Hewitt.	20	3.54	Burglary	Aug. 23, 1888	20	34.23	20.36	do	Sept. 20, 1890
Sperry, Iowa	J. M. Sperry.	26.00	26.00	do	Oct. 23, 1888	26.00	26.00	26.00	do	Feb. 11, 1890
Spring City, Tenn.	C. J. Tinsley.	2.00	2.00	In transit	July 27, 1889	2.00	2.00	2.00	Disallowed	Oct. 12, 1890
Springville, Ariz.	J. Becker.	3.00	3.00	do	July 6, 1889	3.00	3.00	3.00	Disallowed	Jan. 2, 1890
Do	do	3.00	3.00	do	Oct. 23, 1887	3.00	3.00	3.00	do	Jan. 2, 1890
Springvale, Mo.	A. W. Low	33.51	34.23	Burglary	Oct. 23, 1888	33.51	34.23	241.06	Allowed	Nov. 9, 1890
Stanhope, Iowa.	H. E. Fardal	16.35	16.35	do	Nov. 7, 1889	16.35	16.35	241.06	do	Mar. 5, 1890
Stanley, Iowa.	Geo. Richards	30.85	30.85	Fire	Nov. 7, 1889	30.85	30.85	28.35	Disallowed	June 18, 1890
Staples, Va.	L. V. Gibbs	62.00	62.00	In transit	Feb. 2, 1889	62.00	62.00	28.35	Allowed	June 2, 1890
Star City, Ind.	J. M. Whitmer	63.82	63.82	Burglary	Mar. 27, 1889	63.82	63.82	63.82	Disallowed	July 23, 1890
Stephenville, N. Y.	J. H. Hall	40.00	40.00	In transit	Apr. 11, 1889	40.00	40.00	63.82	do	June 10, 1890
Stephenville, Tex.	J. B. Jones	42.18	42.18	Burglary	Apr. 11, 1889	42.18	42.18	40.00	do	Apr. 29, 1890
Steckton, Mich.	Jas. Bogue	19.00	19.00	In transit	Sept. 27, 1888	19.00	19.00	5.09	do	June 3, 1890
Stockbridge, Wis.	H. A. Dudley	5.00	5.00	Burglary	Nov. 27, 1888	5.00	5.00	12.00	Disallowed	June 10, 1890
Stone's Prairie, Ill.	J. C. Baker	23.50	23.50	do	Apr. 2, 1889	23.50	23.50	36.40	Allowed	Sept. 12, 1889
Summit, Wis.	P. Krause	2.00	2.00	Burglary	Aug. 4, 1888	2.00	2.00	53.87	Disallowed	Feb. 11, 1890
Sullivan, Ill.	A. Milley	3.99	3.99	do	May 29, 1877	3.99	3.99	5.45	do	Sept. 25, 1889
Sumnerfield, Ill.	W. B. Taggart	52.87	52.87	Fire	Sept. 28, 1888	52.87	52.87	115.15	do	Apr. 4, 1890
Sumnerfield, Md.	F. E. Tyler	8.45	8.45	Burglary	Nov. 27, 1888	8.45	8.45	24.55	do	May 8, 1890
Sumner, Ind.	V. W. Bigney	16.00	16.00	Fire	Dec. 9, 1888	16.00	16.00	59.98	Disallowed	June 10, 1890
Sweden, Pa.	C. M. Herrington	115.15	115.15	do	Dec. 10, 1887	115.15	115.15	30.54	do	Mar. 5, 1890
Sylvania, Ga.	Jno. H. Hull	3.00	3.00	In transit	Mar. 15, 1885	3.00	3.00	10.85	Disallowed	Jan. 2, 1890
Talpa, Va.	Jessie B. Spicer	155.01	621.26	Fire	Jan. 2, 1889	155.01	621.26	30.84	Allowed	Nov. 24, 1889
Tavara, Fla.	Mrs. P. W. Harrington	7.66	7.66	do	Apr. 9, 1888	7.66	7.66	4.67	do	Nov. 24, 1889
Taymouth, Mich.	T. E. Wellman	2.00	2.00	do	Aug. 9, 1888	2.00	2.00	62.50	do	June 3, 1890
Teague, Mo.	Catherine Taylor	7.66	7.66	Burglary	Sept. 11, 1888	7.66	7.66	1.75	Disallowed	May 13, 1890
Thorp, Mo.	W. H. Buckner	62.60	62.60	In transit	May 8, 1888	62.60	62.60	2.44	Allowed	Nov. 24, 1889
Tiffin, Mo.	Samuel Raborn	1.75	1.75	Burglary	Oct. 2, 1888	1.75	1.75	3.00	Disallowed	June 18, 1890
Tilton, Iowa.	E. Cochran	78.40	78.40	do	Nov. 3, 1888	78.40	78.40	6.00	do	June 10, 1890
Tito, N. C.	W. L. Justice	35.91	35.91	Fire	Dec. 26, 1888	35.91	35.91	7.75	do	Nov. 9, 1889
Tiverton Four Corners, R. I.	A. P. White	6.00	6.00	Burglary	May 10, 1888	6.00	6.00	101.40	do	Sept. 20, 1889
Tom Bean, Tex.	W. Grindstaff	44.61	44.61	do	Oct. 21, 1888	44.61	44.61	1.72	do	Sept. 20, 1889
Torch, Ohio	M. W. Tobey	35.72	35.72	Fire	Jan. 11, 1889	35.72	35.72	26.15	do	May 8, 1890
Toughkenamon, Pa.	J. E. Humes	7.94	7.94	Burglary	Feb. 19, 1889	7.94	7.94	33.47	Disallowed	June 3, 1890
Tracy, Iowa	W. E. Boyer	44.61	44.61	do	June 28, 1888	44.61	44.61	59.30	do	Apr. 4, 1890
Trim Belle, Wis.	J. T. Reddall	35.72	35.72	Burglary	Aug. 9, 1889	35.72	35.72	99	do	Oct. 28, 1889
Turner, Me.	J. P. Waterman	26.15	26.15	do	Jan. 9, 1889	26.15	26.15	32.16	do	May 21, 1890
Turtle Lake, Wis.	M. J. Cary	63.16	63.16	Fire	Aug. 9, 1889	63.16	63.16	52.26	do	Feb. 11, 1890
Tyrone, N. Y.	C. E. Scarver	52.26	52.26	Burglary	Oct. 13, 1888	52.26	52.26	22.75	do	June 3, 1890
Unadilla Centre, N. Y.	L. B. Swales	101.47	101.47	do	Mar. 12, 1889	101.47	101.47	22.75	do	June 18, 1890
Union Centre, Ill.	L. F. Jennings	99	99	do	July 12, 1888	99	99	22.75	do	Do
Uniondale, Pa.	I. W. Rider	82.00	82.00	Burglary	July 2, 1888	82.00	82.00	22.75	Disallowed	Sept. 25, 1889
Upper Marlborough, Md.	W. H. Harper	22.75	22.75	do	Feb. 23, 1889	22.75	22.75	22.75	Allowed	June 10, 1890
Upper St. Clair, Pa.	M. Deitrich	22.75	22.75	Fire	Feb. 23, 1889	22.75	22.75	22.75	do	June 10, 1890

Stamps of the value of \$37.09 were recovered.
 Loss resulted from negligence of claimant.
 Loss resulted from larceny through negligence of claimant.

No proof of loss by burglary.
 Money recovered through dead letter office.
 Loss not reported at or about the time it occurred.
 Unknown.
 Money recovered.

Not within the provisions of the statute.
 Not presented within the time required by statute.
 Loss resulted from negligence of postmaster.
 Non-compliance with instructions concerning remittance.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, etc.—Continued.

Name of post office.	Name of postmaster.	Amounts claimed.			Cause of loss.	Date of loss.	Amounts allowed.			Disposition.	Date of action.
		Postal funds.	M. O. funds.	Stamps, etc.			Postal funds.	M. O. funds.	Stamps, etc.		
Yacerville, Cal.	James M. Miller			\$58.17	Fire	Nov. 7, 1888			\$58.17	Allowed	Apr. 4, 1890
Valley View, Tex.	R. P. Head			20.89	do	Oct. 15, 1888			20.89	do	Jan. 2, 1890
Vance, S. C.	E. L. Dauster			3.16	Burglary	Jan. 8, 1888			3.16	do	Jan. 18, 1890
Vanderbilt, Tex.	B. A. Vandeckle	\$1.25		40.00	Burglary	May 5, 1888	\$1.25		27.23	do	June 18, 1890
Vanderburgh, Ohio	D. Shaw			31.82	Lightning	Aug. 20, 1888			31.82	do	June 18, 1890
Victor, N. Y.	C. T. Stowell			5.77	Burglary	Aug. 5, 1888			5.77	do	Jan. 12, 1889
Vicksburg, Ga.	C. T. Stowell		\$10.00		In transit	Feb. 1, 1889				Disallowed	Jan. 12, 1889
Vinona, Mo.	Thomas Webb			(*)	Fire	Aug. 24, 1887			57.46	Allowed	Jan. 18, 1890
Voluntown, Conn.	Thomas W. Boush	39.72		39.07	Burglary	Nov. 15, 1888			60.18	Disallowed	Apr. 4, 1890
Wakarusa, Ind.	E. W. Owens		.53	60.18	Fire	June 14, 1888			17.81	do	Apr. 4, 1890
Wakarusa, Ohio	Jo'n J. McMan	12.72		17.81	Burglary	May 6, 1888	12.72		46.85	do	June 18, 1890
Waldron, Mich.	James Fortier			(*)	Fire	May 27, 1888			8.62	do	Do.
Wales, Mass.	W. A. Lyon			20.20	Burglary	Feb. 1, 1889				Withdrawn	Do.
Walker, Mich.	Thomas Hart				Theft	Feb. 27, 1888				Disallowed	Nov. 26, 1889
Wallingford, Conn.	L. M. Hubbard	12.16			Burglary	Mar. 24, 1882	12.16			Disallowed	Nov. 26, 1889
Walnut, Mo.	H. C. Miller	20.00			Burglary	Jan. 10, 1884				Disallowed	Nov. 26, 1889
Walworth, Ohio	S. O. Upham	56.10			Fire	Sept. 9, 1879	53.00			Disallowed	Apr. 29, 1890
Warm Springs, Va.	R. T. Payne	110.39			Burglary	Sept. 28, 1888			938.36	Allowed	June 8, 1890
Watkins, Md.	H. D. Hunt			938.36	do	Feb. 1, 1889				Disallowed	May 21, 1890
Watkins, Colo.	A. England	(*)		(*)	do	Feb. 15, 1889			10.96	Allowed	Apr. 4, 1890
Waukegan, Ind. T.	W. W. Ballard			26.00	Fire	Oct. 26, 1888			2.38	do	Jan. 4, 1890
Weld, Mo.	R. M. Green	1.00			Burglary	Oct. 26, 1888	1.00			do	Jan. 11, 1890
West Bergen, N. Y.	B. F. Kelly	35.00		2.38	do	Apr. 17, 1885			18.00	do	Jan. 2, 1890
West Brownsville, Pa.	C. G. Drummer	12.00		38.37	do	Sept. 13, 1884	85.00		12.00	do	Jan. 2, 1890
West Falls, N. Y.	H. B. Baker	26.50		7.00	do	June 23, 1889			35.76	do	Apr. 4, 1890
West Gray, Mo.	James Sheard			18.10	Fire	Jan. 15, 1889			16.42	Disallowed	Mar. 5, 1890
West Plains, Mo.	R. A. Allen	16		21.63	Burglary	Oct. 30, 1888	16		20.43	do	Nov. 26, 1889
West Point, Ky.	L. G. Eblen	240.70	49.01		do	Jan. 28, 1888	238.10			Disallowed	Nov. 26, 1889
West Side, Iowa	J. G. Fisher	2.00		13.65	do	July 28, 1888			70.75	Allowed	Nov. 26, 1889
West Stockbridge, Mass.	George Richardson			70.75	Fire	July 28, 1888				Disallowed	Nov. 26, 1889
Wharton, Tex.	James S. Moore	6.40		4.54	Burglary	July 28, 1888			101.35	do	Apr. 29, 1890
Whistler, Ind.	A. M. Wats		5.00		In transit	Oct. 1, 1888				Disallowed	Nov. 26, 1889
Whitaker, Ala.	Ira H. Pringle			161.35	Fire	Dec. 5, 1888				Allowed	Feb. 11, 1890
Whitcomb, Ark.	H. C. Hassel	.67		3.50	Burglary	June 30, 1888				do	Apr. 4, 1889
White Cloud, Mich.	J. B. Chesley	4.00		660.84	do	Feb. 9, 1889	142.35			Allowed	Mar. 5, 1890
Whitney, Ohio	R. S. Trask	132.32	24.00	20.20	Burglary	Feb. 9, 1889		24.00		do	June 10, 1890
Wickliffe, Ky.	A. J. Fulton			36.48	Fire	Nov. 6, 1888			591.06	do	Do.
Wilder, Kans.	S. J. Moore	1.00		19.76	do	do			33.24	do	Apr. 29, 1890
Williamsville, Del.	W. H. Glynn			14.47	do	Mar. 16, 1885			11.72	do	Apr. 12, 1890
	S. K. Bradford				do	do				do	do

Williamsville, Mich	J. F. Merrill	17.08	Burglary	Dec. 1, 1888	Disallowed	May 21, 1890
Willow, Md	M. E. Super	5.00	Fire	Feb. 9, 1889	Allowed	June 10, 1890
Willow, Miss	F. N. Klupp	8.40	do	Feb. 25, 1889	Disallowed	Mar. 25, 1890
Winchendon, Mass	E. S. Merrill	84.79	Burglary	Jan. 6, 1889	Allowed	May 8, 1890
Windsor, N. Y	J. M. Chadsee	228.88	do	Sept. 6, 1888	do	May 13, 1890
Winkie, Ohio	A. S. Calley	1.79	do	Jan. 19, 1889	do	Do
Winnipeg, Conn	J. C. Randle	3.62	do	Dec. 13, 1888	do	Apr. 12, 1890
Winslow, Nebr	L. McDerby	73.46	Fire	Apr. 27, 1889	do	June 18, 1890
Winthrop, Ind	Fannie E. Ellis ¹	67.00	Burglary	July 31, 1888	Disallowed	Jan. 2, 1890
Welcott, N. Y	M. C. Padcock	29.66	do	Feb. 22, 1877	Allowed	May 8, 1890
Woodburn, Iowa	W. T. Carson	60.00	do	Dec. 22, 1888	do	Jan. 2, 1890
Woodbury, Ill	H. W. Oellig	5.00	In transit	Aug. 24, 1888	Disallowed	Mar. 7, 1890
Woodbury, Pa	W. R. French ²	5.00	Burglary	Oct. 24, 1888	do	Nov. 23, 1889
Woodstown, N. J	P. H. Wilson	10.00	do	Nov. 5, 1888	do	Mar. 5, 1890
Worthington, Ind	F. W. Brown	10.00	Burglary	Sept. 7, 1888	Allowed	Nov. 23, 1889
Worthing, Ohio	M. M. Noe	20.11	do	Oct. 27, 1888	do	June 18, 1890
Yellville, Ark	K. W. E-lse	54.24	In transit	Jan. 19, 1889	do	June 10, 1890
York, N. Y	M. Riedel	1.44	Burglary	Apr. 20, 1889	do	May 13, 1890
Yorktown, Tex	do	12.00	In transit	Apr. 21, 1889	do	Apr. 29, 1890
Do	James A. Wharey	46.00	do	Mar. 22, 1889	do	Do
Yorkville, Tenn	William B. Rhodes	49.63	Burglary	Aug. 5, 1888	do	June 10, 1890
Zedler's Mill, Tex		61.00	Fire		do	June 18, 1890
		8,193.51	5,277.19	27,618.05		

¹ Loss resulted from negligence of postmaster.

² Unknown.

³ Stamp recovered.

Not presented within the time required by statute.

⁴ No loss sustained. Claim was based upon misapprehension.

⁵ Loss, if any, resulted from negligence of postmaster.

⁶ No satisfactory proof of loss.

⁷ Money refunded to postmaster by a railway postal clerk.

⁸ Non-compliance with instructions concerning remittance.

LEASES.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, showing number leased, salary of postmaster, term of lease, rental per annum, etc., June 30, 1890.

POST-OFFICES.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
1	Anniston, Ala.	2	\$2,300	Nov. 1, 1889	Nov. 1, 1894	5	\$300.00	
2	Birmingham, Ala.	1	8,100	Oct. 22, 1887	Oct. 22, 1892	5	1,800.00	
3	Hot Springs, Ark.	2	2,400	Jan. 1, 1887	Jan. 1, 1892	5	1,020.00	
4	Fresno, Cal.	2	2,500	Oct. 8, 1888	Oct. 8, 1893	5	1.00	Heat and light.
5	Marysville, Cal.	2	2,000	July 1, 1887	July 1, 1892	5	300.00	
6	Oakland, Cal.	1	3,200	Dec. 1, 1886	Dec. 1, 1891	5	1,200.00	
7	Pomona, Cal.	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
8	Red Bluff, Cal.	2	2,100	July 1, 1887	July 1, 1892	5	360.00	
9	Riverside, Cal.	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	1.00	
10	San Bernardino, Cal.	2	2,400	June 30, 1888	June 30, 1893	5	1.00	Heat.
11	San Diego, Cal.	1	3,000	...do	...do	5	1,200.00	Heat and light.
12	Santa Ana, Cal.	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	300.00	
13	Santa Barbara, Cal.	2	2,400	July 1, 1889	July 1, 1894	5	1.00	Do.
14	Stockton, Cal.	2	2,600	Aug. 13, 1889	Aug. 13, 1894	5	780.00	
15	Aspen, Colo.	2	2,400	May 15, 1890	May 15, 1895	5	1,000.00	Do.
16	Colorado Springs, Colo.	2	2,700	Feb. 1, 1886	Feb. 1, 1891	5	1.00	Do.
17	Denver, Colo.	1	3,600	Nov. 22, 1889	Nov. 22, 1892	3	10,500.00	
18	Greeley, Colo.	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Do.
19	Leadville, Colo.	2	2,600	July 1, 1889	July 1, 1894	5	1.00	
20	Pueblo, Colo.	2	2,800	May 1, 1887	May 1, 1892	5	1.00	
21	Trinidad, Colo.	2	2,300	Mar. 16, 1889	Mar. 16, 1894	5	600.00	Do.
22	Birmingham, Conn.	2	2,400	July 1, 1886	July 1, 1891	5	1,000.00	
23	Bridgeport, Conn.	1	3,200	Mar. 31, 1888	Mar. 31, 1893	5	3,087.50	Heat.
24	Danbury, Conn.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.
25	Meriden, Conn.	2	2,900	Apr. 19, 1889	Apr. 19, 1894	5	1,800.00	Do.
26	New Britain, Conn.	2	2,600	June 30, 1888	June 30, 1893	5	1,045.00	Heat.
27	New London, Conn.	2	2,600	Oct. 1, 1888	Oct. 1, 1893	5	2,500.00	Heat and light.
28	Norwich, Conn.	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,800.00	
29	Stamford, Conn.	2	2,500	Apr. 1, 1890	Apr. 1, 1895	5	1,400.00	
30	Wallingford, Conn.	2	2,000	Dec. 12, 1887	Dec. 12, 1892	5	650.00	Do.
31	Waterbury, Conn.	1	2,900	Apr. 1, 1890	Apr. 1, 1895	5	2,400.00	
32	Washington, D. C.	1	5,000	July 1, 1889	July 1, 1891	2	8,000.00	
33	Orlando, Fla.	2	2,000	Apr. 18, 1888	Apr. 18, 1893	5	480.00	
34	Columbus, Ga.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	1,200.00	
35	Bome, Ga.	2	2,400	June 30, 1888	June 30, 1893	5	600.00	
36	Savannah, Ga.	1	3,200	Dec. 1, 1885	Dec. 1, 1890	5	1,850.00	
37	Belleville, Ill.	2	2,900	Oct. 1, 1888	Oct. 1, 1893	5	450.00	Do.
38	Bloomington, Ill.	2	2,600	Oct. 1, 1886	Oct. 1, 1891	5	1,250.00	
39	Charleston, Ill.	3	1,700	Jan. 1, 1890	Jan. 1, 1891	1	400.00	Do.
40	Danville, Ill.	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	
41	Decatur, Ill.	2	2,700	June 30, 1888	June 30, 1893	5	900.00	
42	Dixon, Ill.	2	2,200	Sept. 15, 1887	Sept. 15, 1892	5	175.00	
43	Elgin, Ill.	3	2,800	Feb. 23, 1888	Feb. 23, 1893	5	1,500.00	
44	Englewood, Ill.	2	2,500	Oct. 1, 1887	Oct. 1, 1892	5	500.00	Do.
45	Evanston, Ill.	2	2,400	Oct. 1, 1889	Oct. 1, 1894	5	1,000.00	
46	Freeport, Ill.	2	2,600	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
47	Galesburg, Ill.	2	2,700	Nov. 1, 1889	Nov. 1, 1894	5	1,000.00	
48	Jacksonville, Ill.	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
49	Joliet, Ill.	2	2,700	Sept. 15, 1887	Sept. 15, 1892	5	850.00	Do.
50	Kankakee, Ill.	2	2,200	July 1, 1886	July 1, 1891	5	180.00	
51	Lincoln, Ill.	2	2,200	July 2, 1888	July 2, 1893	5	600.00	
52	Mattoon, Ill.	2	2,100	Mar. 1, 1889	Mar. 1, 1894	5	600.00	
53	Moline, Ill.	2	2,500	July 1, 1890	July 1, 1895	5	1,325.00	
54	Monmouth, Ill.	2	2,200	Jan. 1, 1883	Jan. 1, 1891	8	400.00	
55	Oak Park, Ill.	2	2,300	July 1, 1889	July 1, 1894	5	750.00	
56	Ottawa, Ill.	2	2,400	Jan. 15, 1887	Jan. 15, 1892	5	1.00	
57	Pekin, Ill.	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	200.00	
58	Quincy, Ill.	1	3,100	Apr. 1, 1873	Apr. 1, 1893	20	1,800.00	
59	Rockford, Ill.	1	8,000	Jan. 1, 1890	Jan. 1, 1895	5	1,200.00	
60	Rock Island, Ill.	2	2,600	Mar. 15, 1888	Mar. 15, 1893	5	1,000.00	
61	South Chicago, Ill.	2	2,300	Jan. 1, 1887	Jan. 1, 1892	5	1.00	
62	Sterling, Ill.	2	2,300	Nov. 1, 1887	Nov. 1, 1892	5	600.00	
63	Streator, Ill.	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	900.00	
64	Crawfordville, Ind.	2	2,200	May 27, 1889	May 27, 1894	5	450.00	
65	Elkhart, Ind.	2	2,600	July 1, 1886	July 1, 1891	5	1.00	
66	Goshen, Ind.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	300.00	
67	Greencastle, Ind.	2	2,000	Sept. 2, 1889	Sept. 2, 1890	1	120.00	
68	Greensburgh, Ind.	3	1,700	May 20, 1890	May 20, 1891	1	350.00	Do.

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
69	Kokomo, Ind.	2	\$2,000	Jan. 20, 1890	Jan. 20, 1895	5	\$700.00	Heat and light.
70	La Fayette, Ind.	2	2,700	July 1, 1886	July 1, 1891	5	1,100.00	
71	La Porte, Ind.	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	700.00	
72	Logansport, Ind.	2	2,400	Dec. 5, 1887	Dec. 5, 1892	5	1,200.00	Do.
73	Madison, Ind.	2	2,200	Jan. 1, 1888	Jan. 1, 1893	5	400.00	
74	Marion, Ind.	2	2,200	Feb. 1, 1890	Feb. 1, 1895	5	700.00	Do.
75	Muncie, Ind.	2	2,300	Feb. 15, 1888	Feb. 15, 1893	5	800.00	Do.
76	Peru, Ind.	2	2,000	Jan. 1, 1889	Jan. 1, 1894	5	500.00	
77	Richmond, Ind.	2	2,700	Jan. 1, 1889	do.	5	1,400.00	Fuel and light
78	South Bond, Ind.	1	2,800	Jan. 1, 1885	Jan. 1, 1891	6	1,200.00	
79	Valparaiso, Ind.	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
80	Vincennes, Ind.	2	2,200	Feb. 1, 1888	Feb. 1, 1893	5	1.00	Heat.
81	Atlantic, Iowa.	2	2,100	Jan. 13, 1890	Jan. 13, 1895	5	275.00	
82	Burlington, Iowa.	1	3,000	Jan. 12, 1884	Jan. 12, 1894	10	2,500.00	
83	Cedar Rapids, Iowa.	1	2,900	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
84	Creston, Iowa.	2	2,200	Feb. 1, 1889	Feb. 1, 1894	5	640.00	
85	Davenport, Iowa.	1	3,100	July 1, 1889	July 1, 1894	5	1,200.00	
86	Decorah, Iowa.	2	2,100	July 1, 1889	July 1, 1894	5	300.00	
87	Fort Dodge, Iowa.	2	2,000	Apr. 1, 1890	Apr. 1, 1895	5	600.00	
88	Fort Madison, Iowa.	2	2,100	Feb. 1, 1890	Feb. 1, 1895	5	\$800.00	Heat and light.
89	Iowa City, Iowa.	2	2,400	Jan. 1, 1885	Jan. 1, 1895	10	1,200.00	
90	Keokuk, Iowa.	2	2,700	Oct. 1, 1886	Oct. 1, 1891	5	1,000.00	
91	Le Mars, Iowa.	2	2,100	Aug. 15, 1886	Aug. 15, 1891	5	125.00	
92	Marshalltown, Iowa.	2	2,500	Jan. 1, 1889	Jan. 1, 1894	5	800.00	
93	Muscatine, Iowa.	2	2,400	July 1, 1887	July 1, 1892	5	1,000.00	
94	New Hampton, Iowa.	3	1,900	Apr. 1, 1890	Apr. 1, 1891	1	300.00	
95	Oskaloosa, Iowa.	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
96	Ottumwa, Iowa.	2	2,700	May 1, 1886	May 1, 1891	5	500.00	
97	Sioux City, Iowa.	1	3,100	Feb. 4, 1889	Feb. 4, 1894	5	2,500.00	Do.
98	Vinton, Iowa.	3	1,800	Jan. 1, 1886	Jan. 1, 1891	5	1.00	
99	Waterloo, Iowa.	2	2,400	Jan. 6, 1890	Jan. 6, 1895	5	250.00	
100	Abilene, Kans.	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	1.00	
101	Arkansas City, Kans.	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	500.00	
102	Atchison, Kans.	2	2,300	Sept. 15, 1888	Sept. 15, 1893	5	1,350.00	
103	Chanute, Kans.	3	1,600	Apr. 1, 1890	Apr. 1, 1891	1	400.00	
104	Dodge City, Kans.	3	1,700	Jan. 1, 1888	Jan. 1, 1893	5	460.00	
105	Garden City, Kans.	2	2,000	Mar. 31, 1888	Mar. 31, 1893	5	1.00	Do.
106	Hutchinson, Kans.	2	2,400	July 1, 1889	July 1, 1894	5	225.00	Do.
107	Kansas City, Kans.	2	2,600	Nov. 1, 1889	Nov. 1, 1894	5	1,200.00	Do.
108	Larned, Kans.	3	1,700	Nov. 4, 1888	Nov. 4, 1893	5	200.00	
109	Lawrence, Kans.	2	2,700	Apr. 1, 1890	Apr. 1, 1895	5	1,800.00	Do.
110	McPherson, Kans.	2	2,100	Sept. 24, 1888	Sept. 24, 1893	5	300.00	Light.
111	Parsons, Kans.	2	2,000	Jan. 1, 1890	Jan. 1, 1895	5	450.00	Heat.
112	Wellington, Kans.	2	2,100	July 1, 1886	July 1, 1890	4	180.00	
113	Wichita, Kans.	1	3,000	Oct. 1, 1886	Oct. 1, 1891	5	1.00	Heat and light.
114	Winfield, Kans.	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	900.00	Do.
115	Bowling Green, Ky.	2	2,000	Sept. 12, 1887	Sept. 12, 1892	5	500.00	Do.
116	Newport, Ky.	2	2,500	Dec. 16, 1889	Dec. 16, 1894	4	1,400.00	
117	Anburn, Me.	2	2,300	Apr. 1, 1887	Apr. 1, 1895	5	700.00	
118	Augusta, Me.	1	3,000	July 1, 1886	July 1, 1891	5	1,300.00	
119	Lewiston, Me.	2	2,600	Feb. 1, 1890	Feb. 1, 1895	5	1,100.00	Heat.
120	Waterville, Me.	2	2,100	June 15, 1887	June 15, 1892	5	600.00	Heat and light.
121	Cumberland, Md.	2	2,400	Apr. 1, 1887	Apr. 1, 1892	5	600.00	Do.
122	Frederick, Md.	2	2,300	July 1, 1887	July 1, 1892	5	1,000.00	Do.
123	Hagerstown, Md.	2	2,400	June 30, 1888	June 30, 1893	5	800.00	Do.
124	Attleborough, Mass.	2	2,100	Oct. 1, 1889	Oct. 1, 1894	5	600.00	Do.
125	Beverly, Mass.	3	2,300	Jan. 1, 1887	Jan. 1, 1892	5	600.00	Do.
126	Brockton, Mass.	2	2,500	Oct. 15, 1887	Oct. 15, 1892	5	1,400.00	Heat.
127	Fitchburg, Mass.	2	2,700	Aug. 15, 1887	Aug. 15, 1892	5	1,700.00	Heat and light.
128	Greenfield, Mass.	2	2,400	July 1, 1886	July 1, 1891	5	560.00	
129	Haverhill, Mass.	2	2,500	Feb. 1, 1890	Feb. 1, 1895	5	2,500.00	
130	Holyoke, Mass.	2	2,400	Nov. 1, 1888	Nov. 1, 1893	5	1,200.00	
131	Hyde Park, Mass.	2	2,600	Feb. 1, 1888	Feb. 1, 1893	5	800.00	Do.
132	Lawrence, Mass.	2	2,800	Jan. 1, 1888	Jan. 1, 1893	5	1,550.00	Heat.

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
123	Lynn, Mass.	1	\$3, 100	Dec. 15, 1889	Dec. 15, 1894	5	\$2, 800. 00	Heat.
134	Malden, Mass.	2	2, 400	Oct. 1, 1886	Oct. 1, 1891	5	800. 00	Do.
135	Melrose, Mass.	2	2, 000	Oct. 1, 1887	Oct. 1, 1892	5	350. 00	Heat and light.
136	Milford, Mass.	2	2, 000	Jan. 1, 1890	Jan. 1, 1895	5	500. 00	Do.
137	Newburyport, Mass.	2	2, 500	Mar. 13, 1888	Mar. 13, 1891	5	900. 00	
138	Newton, Mass.	2	2, 300	Oct. 1, 1888	Oct. 1, 1893	5	1, 050. 00	Do.
139	Newtonville, Mass.	2	2, 100	Jan. 1, 1889	Jan. 1, 1904	5	575. 00	Do.
140	North Adams, Mass.	2	2, 700	Oct. 15, 1887	Oct. 15, 1892	5	1, 000. 00	Do.
141	Northampton, Mass.	2	2, 500	July 1, 1887	July 1, 1892	5	675. 00	Heat.
142	Pittsfield, Mass.	2	2, 600	Jan. 1, 1890	Jan. 1, 1900	10	1, 400. 00	Do.
143	Plymouth, Mass.	2	2, 100	May 1, 1890	May 1, 1895	5	700. 00	Heat and light.
144	Salem, Mass.	2	2, 800	Jan. 21, 1887	Jan. 21, 1892	5	2, 100. 00	Do.
145	South Framingham, Mass.	2	2, 000	Oct. 1, 1887	Oct. 1, 1892	5	625. 00	Do.
146	Springfield, Mass.	1	3, 300	... do ...	... do ...	5	2, 500. 00	Heat.
147	Taunton, Mass.	2	2, 700	July 1, 1888	July 1, 1890	4	1, 250. 00	
148	Waltham, Mass.	2	2, 500	Feb. 1, 1888	Feb. 1, 1891	4	1, 200. 00	
149	Westfield, Mass.	2	2, 600	Apr. 1, 1890	Apr. 1, 1895	5	1, 150. 00	
150	Woburn, Mass.	2	2, 300	Jan. 1, 1889	Jan. 1, 1894	5	1, 250. 00	Heat and light.
151	Worcester, Mass.	1	3, 700	June 30, 1888	June 30, 1893	5	3, 280. 00	Heat.
152	Adrian, Mich.	2	2, 400	Apr. 9, 1889	Apr. 9, 1895	5	500. 00	
153	Alpena, Mich.	2	2, 000	Mar. 1, 1889	Mar. 1, 1894	5	400. 00	
157	Ann Arbor, Mich.	2	2, 600	... do ...	... do ...	5	1, 200. 00	
158	Battle Creek, Mich.	2	2, 700	Jan. 1, 1889	Jan. 1, 1894	5	1, 300. 00	Heat.
159	Bay City, Mich.	2	2, 600	Apr. 21, 1886	Apr. 21, 1891	5	700. 00	
160	Big Rapids, Mich.	2	2, 100	July 15, 1888	July 15, 1893	5	650. 00	Heat and light.
161	Charlotte, Mich.	2	2, 000	June 2, 1890	June 8, 1894	4	550. 00	
163	East Saginaw, Mich.	1	3, 000	June 1, 1890	June 1, 1895	5	2, 200. 00	
163	Flint, Mich.	2	2, 400	Apr. 1, 1889	Apr. 1, 1894	5	800. 00	
164	Hillsdale, Mich.	2	2, 200	Jan. 20, 1887	Jan. 20, 1892	5	375. 00	
165	Ironia, Mich.	2	2, 200	Jan. 1, 1889	Jan. 1, 1894	5	750. 00	
166	Jackson, Mich.	2	2, 800	Dec. 21, 1887	Dec. 21, 1892	5	1, 400. 00	
167	Kalamazoo, Mich.	1	3, 000	Jan. 1, 1889	Jan. 1, 1894	5	950. 00	
168	Lansing, Mich.	2	2, 800	Oct. 1, 1887	Oct. 1, 1892	5	1, 500. 00	Heat.
169	Manistee, Mich.	2	2, 200	Mar. 15, 1888	Mar. 15, 1893	5	700. 00	
170	Pontiac, Mich.	2	2, 000	Jan. 1, 1888	Jan. 1, 1893	5	400. 00	
171	Ypsilanti, Mich.	2	2, 200	May 1, 1889	May 1, 1894	5	300. 00	
172	Duluth, Minn.	1	3, 000	June 15, 1887	June 15, 1892	5	1, 450. 00	Heat and light.
173	Faribault, Minn.	2	2, 200	Oct. 1, 1888	Oct. 1, 1893	5	600. 00	
174	Mankato, Minn.	2	2, 400	May 16, 1890	May 16, 1895	5	1, 200. 00	
175	Red Wing, Minn.	2	2, 100	Jan. 1, 1889	Jan. 1, 1894	5	1, 000. 00	
176	Rochester, Minn.	2	2, 200	Jan. 1, 1890	Jan. 1, 1895	5	1, 050. 00	
177	Winona, Minn.	2	2, 600	Jan. 1, 1887	Jan. 1, 1892	5	1, 800. 00	
178	Meridian, Miss.	2	2, 300	Feb. 15, 1887	Feb. 15, 1892	5	480. 00	
179	Natchez, Miss.	2	2, 300	Apr. 1, 1887	Apr. 1, 1890	3	480. 00	
180	Vicksburg, Miss.	2	2, 500	Sept. 1, 1886	Sept. 1, 1891	5	1, 000. 00	
181	St. Joseph, Mo.	1	3, 300	Feb. 1, 1889	Feb. 1, 1894	5	900. 00	
182	Sedalia, Mo.	2	2, 500	Oct. 1, 1886	Oct. 1, 1891	5	400. 00	
183	Springfield, Mo.	2	2, 700	May 1, 1887	May 1, 1892	5	1, 050. 00	Do.
184	Butte City, Mont.	2	2, 600	Nov. 24, 1886	Nov. 24, 1891	5	1. 00	Do.
185	Helena, Mont.	2	2, 700	Mar. 8, 1886	Mar. 8, 1891	5	1, 260. 00	
186	Beatrice, Nebr.	2	2, 400	Mar. 7, 1887	Mar. 7, 1892	5	700. 00	
187	Fremont, Nebr.	2	2, 400	June 15, 1890	June 15, 1895	5	1, 130. 00	Heat and light.
188	Grand Island, Nebr.	2	2, 300	June 30, 1888	June 30, 1893	5	600. 00	
189	Hastings, Nebr.	2	2, 500	May 1, 1887	May 1, 1892	5	600. 00	
190	Dover, N. H.	2	2, 400	May 1, 1886	May 1, 1891	5	800. 00	Heat.
191	Keene, N. H.	2	2, 400	July 1, 1890	July 1, 1895	5	950. 00	Heat and light.
192	Nashua, N. H.	2	2, 600	Jan. 1, 1890	Jan. 1, 1895	5	1, 400. 00	Heat.
193	Asbury Park, N. J.	2	2, 400	Jan. 10, 1887	Jan. 18, 1892	5	600. 00	Heat and light.
194	Atlantic City, N. J.	2	2, 600	Mar. 30, 1888	Mar. 30, 1893	5	1, 100. 00	Do.
195	East Orange, N. J.	2	2, 900	June 30, 1888	June 30, 1893	5	900. 00	Heat.
196	Elizabeth, N. J.	2	2, 700	Apr. 1, 1888	Apr. 1, 1893	5	800. 00	
197	Hoboken, N. J.	2	2, 600	May 15, 1890	May 15, 1895	5	1, 200. 00	
198	Morristown, N. J.	2	2, 500	April 1, 1887	Apr. 1, 1892	5	600. 00	
199	New Brunswick, N. J.	2	2, 600	June 30, 1888	June 30, 1893	5	900. 00	Heat and light.
200	Orange, N. J.	2	2, 700	Mar. 31, 1888	Mar. 31, 1893	5	1, 600. 00	Heat.
201	Paterson, N. J.	1	3, 000	May 1, 1886	May 1, 1891	5	1, 500. 00	Do.

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
202	Plainfield, N. J.	2	\$2,600	May 1, 1888	May 1, 1891	5	\$1,050.00	Heat and light.
203	Princeton, N. J.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	700.00	
204	Rutherford, N. J.	2	2,000	May 1, 1890	May 1, 1895	5	360.00	
205	Vineland, N. J.	2	2,100	Jan. 1, 1890	Jan. 1, 1895	5	300.00	
206	Amsterdam, N. Y.	2	2,500	Aug. 1, 1889	Aug. 1, 1894	5	1,200.00	Do. Do. Heat.
207	Batavia, N. Y.	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	1,100.00	
208	Bath, N. Y.	2	2,000	July 1, 1887	July 1, 1892	5	500.00	
209	Binghamton, N. Y.	1	3,100	Oct. 1, 1888	Oct. 1, 1893	5	1,600.00	
210	Brookport, N. Y.	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	350.00	Fuel and light. Heat and light.
211	Brooklyn, N. Y.	1	6,000	July 1, 1889	July 1, 1893	4	\$6,700.00	
212	Cohoes, N. Y.	2	2,300	Oct. 1, 1887	Oct. 1, 1892	5	850.00	
213	Corning, N. Y.	2	2,200	Mar. 1, 1887	Mar. 1, 1892	5	975.00	
214	Courtland, N. Y.	2	2,500	Mar. 1, 1890	Mar. 1, 1895	5	1,250.00	Do. Do. Do. Heat.
215	Dausville, N. Y.	2	2,000	July 1, 1887	July 1, 1892	5	350.00	
216	Dunkirk, N. Y.	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	450.00	
217	Elmira, N. Y.	1	3,100	Feb. 1, 1889	Feb. 1, 1894	5	2,400.00	
218	Geneva, N. Y.	2	2,700	Apr. 1, 1890	Apr. 1, 1895	5	600.00	Heat.
219	Glens Falls, N. Y.	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
220	Gloversville, N. Y.	2	2,400	Apr. 1, 1890	Apr. 1, 1895	5	1,200.00	
221	Hoodick Falls, N. Y.	2	2,000	May 1, 1889	May 1, 1890	5	400.00	
222	Hornellsville, N. Y.	2	2,400	July 1, 1887	July 1, 1892	5	1,200.00	Heat and light.
223	Ithaca, N. Y.	2	2,700	July 1, 1882	July 1, 1891	10	1,500.00	Fuel.
224	Jamestown, N. Y.	2	2,700	May 1, 1886	May 1, 1893	5	1,200.00	Heat.
225	Johnstown, N. Y.	2	2,200	July 14, 1888	July 14, 1890	5	550.00	Heat.
226	Kingston, N. Y.	2	2,300	June 1, 1882	June 1, 1889	8	550.00	
227	Le Roy, N. Y.	3	1,900	July 1, 1887	July 1, 1892	5	200.00	
228	Little Falls, N. Y.	2	2,400	Jan. 1, 1884	Jan. 1, 1894	10	650.00	
229	Lockport, N. Y.	2	2,600	Apr. 1, 1882	Apr. 1, 1892	10	1,000.00	Heat.
230	Malone, N. Y.	2	2,000	Apr. 1, 1889	Apr. 1, 1894	5	550.00	Heat and light.
231	Middletown, N. Y.	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	1,400.00	
232	Mount Vernon, N. Y.	2	2,500	Feb. 1, 1889	Feb. 1, 1894	5	600.00	
233	Newburgh, N. Y.	2	2,800	Apr. 1, 1890	Apr. 1, 1895	5	1,700.00	
234	Niagara Falls, N. Y.	2	2,100	Apr. 1, 1889	Apr. 1, 1894	5	700.00	Heat.
235	Norwich, N. Y.	2	2,200	Mar. 26, 1888	Mar. 26, 1893	5	600.00	Heat and light. Do. Heat. Do. Heat and light.
236	Oneida, N. Y.	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	600.00	
237	Oneonta, N. Y.	2	2,300	July 1, 1887	July 1, 1892	5	600.00	
238	Oswego, N. Y.	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	700.00	
239	Penn Yan, N. Y.	2	2,200	July 2, 1888	July 2, 1893	5	450.00	Heat and light. Do. Heat. Do. Heat and light.
240	Port Jervis, N. Y.	2	2,200	June 30, 1888	June 30, 1893	5	1,000.00	
241	Rochester, N. Y.	1	3,600	Apr. 1, 1886	Apr. 1, 1891	5	5,000.00	
242	Rome, N. Y.	2	2,600	Oct. 1, 1886	Oct. 1, 1891	5	425.00	
243	Sag Harbor, N. Y.	3	1,500	May 1, 1890	May 1, 1891	1	350.00	
244	Saratoga Springs, N. Y.	2	2,700	Jan. 1, 1883	Jan. 1, 1893	10	1,500.00	Do. Do. Do. Do.
245	Schenectady, N. Y.	2	2,500	July 1, 1887	July 1, 1892	5	1,000.00	
246	Sing Sing, N. Y.	2	2,300	Mar. 1, 1886	Mar. 1, 1891	5	400.00	
247	Todawanda, N. Y.	2	2,000	July 1, 1887	July 1, 1892	5	400.00	
248	Troy, N. Y.	1	3,300	May 1, 1890	May 1, 1893	3	3,250.00	Do.
249	Watertown, N. Y.	2	2,700	Jan. 15, 1887	Jan. 15, 1892	5	1,000.00	Do. Do. Do. Do.
250	Waverly, N. Y.	2	2,000	July 1, 1887	July 1, 1892	5	500.00	
251	West New Brighton, N. Y.	2	2,200	Nov. 1, 1889	Nov. 1, 1894	5	840.00	
252	Yonkers, N. Y.	2	2,700	June 1, 1887	June 1, 1892	5	1,500.00	
253	Asheville, N. C.	1	2,400	Oct. 26, 1889	Oct. 26, 1894	5	400.00	Heat and light. Do. Do. Do.
254	Charlotte, N. C.	2	2,500	Nov. 10, 1888	Nov. 10, 1893	5	600.00	
255	Wilmington, N. C.	2	2,700	Sept. 1, 1888	Sept. 1, 1893	5	1,600.00	
256	Fargo, N. Dak.	2	2,600	Jan. 1, 1890	Jan. 1, 1895	5	1,150.00	
257	Grand Forks, N. Dak.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	1,200.00	Do. Do. Do. Do.
258	Akron, Ohio	1	2,100	July 1, 1889	July 1, 1894	5	1,380.00	
259	Alliance, Ohio	2	2,000	May 1, 1890	May 1, 1895	5	800.00	
260	Ashtabula, Ohio	2	2,000	Apr. 1, 1890	Apr. 1, 1895	5	200.00	
261	Belladine, Ohio	2	2,100	July 1, 1889	July 1, 1894	5	500.00	
262	Bucyrus, Ohio	2	2,000	Feb. 15, 1889	Feb. 15, 1894	5	450.00	Do.
263	Canton, Ohio	2	2,900	May 16, 1889	May 6, 1894	5	1,300.00	Do. Do. Do. Heat.
264	Chillicothe, Ohio	2	2,400	Apr. 1, 1886	Apr. 1, 1891	5	1,000.00	
265	Dryton, Ohio	1	3,200	Oct. 15, 1883	Oct. 15, 1893	10	2,350.00	

* \$3,000 per annum additional allowed for rent at Brooklyn for addition to main office, not under lease.
† Or until completion of Government building.

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
266	Delaware, Ohio	2	\$2,300	Apr. 15, 1888	Apr. 15, 1893	5	\$500.00	
267	East Liverpool, Ohio.	2	2,300	Jan. 1, 1889	Jan. 1, 1894	5	700.00	Heat and light.
268	Elyria, Ohio	2	2,200	Oct. 1, 1889	Oct. 1, 1894	5	850.00	Do.
269	Findlay, Ohio	2	2,500	Nov. 9, 1889	Nov. 9, 1894	5	1,200.00	Do.
270	Fremont, Ohio	2	2,300	July 1, 1887	July 1, 1892	5	400.00	
271	Gallipolis, Ohio	2	1,900	Mar. 1, 1890	Mar. 1, 1890	1	300.00	
272	Hamilton, Ohio	2	2,500	Oct. 1, 1888	Oct. 1, 1891	3	600.00	Do.
273	Ironton, Ohio	2	2,000	July 1, 1887	July 1, 1892	5	380.00	
274	Kenton, Ohio	2	2,000	Sept. 7, 1889	Sept. 7, 1894	5	500.00	
275	Lima, Ohio	2	2,500	Mar. 15, 1888	Mar. 15, 1893	5	1,600.00	Do.
276	Massillon, Ohio	2	2,800	Apr. 1, 1889	Apr. 1, 1894	5	1,150.00	Do.
277	Marletta, Ohio	2	2,200	June 1, 1890	June 1, 1895	5	850.00	
278	Marion, Ohio	2	2,200	July 1, 1887	July 1, 1892	5	400.00	
279	Massillon, Ohio	2	2,200	Sept. 20, 1888	Sept. 20, 1891	3	1.00	
280	Mt. Vernon, Ohio	2	2,100	Apr. 1, 1887	Apr. 1, 1892	5	500.00	
281	Norwalk, Ohio	2	2,200	July 1, 1886	July 1, 1891	5	580.00	
282	Oberlin, Ohio	2	2,200	Mar. 1, 1890	Mar. 1, 1895	5	350.00	
283	Painesville, Ohio	2	2,400	Oct. 22, 1887	Oct. 22, 1892	5	275.00	
284	Piqua, Ohio	2	2,400	Sept. 2, 1889	Sept. 2, 1893	4	1,000.00	
285	Salem, Ohio	2	2,300	Nov. 1, 1889	Nov. 1, 1894	5	600.00	
286	Springfield, Ohio	1	8,200	Mar. 15, 1887	Mar. 15, 1892	5	2,200.00	Heat.
287	Steubenville, Ohio	2	2,400	Feb. 1, 1887	Feb. 1, 1892	5	900.00	Do.
288	Tiffin, Ohio	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
289	Troy, Ohio	2	2,180	July 1, 1887	July 1, 1892	5	600.00	Heat and light.
290	Urbana, Ohio	2	2,200	Jan. 8, 1887	Jan. 8, 1892	5	300.00	
291	Warren, Ohio	2	2,800	Aug. 15, 1887	Aug. 15, 1892	5	850.00	Do.
292	Wooster, Ohio	2	2,300	Dec. 11, 1888	Dec. 11, 1891	3	600.00	
293	Xenia, Ohio	2	2,200	Jan. 1, 1887	Jan. 1, 1892	5	400.00	
294	Youngstown, Ohio	2	2,700	July 1, 1887	July 1, 1892	5	1,200.00	Do.
295	Zanesville, Ohio	2	2,800	Sept. 1, 1888	Sept. 1, 1891	3	890.00	
296	Allentown, Pa.	2	2,700	Oct. 1, 1889	Oct. 1, 1894	5	2,000.00	Do.
297	Salem, Oregon	2	2,200	Mar. 1, 1889	Mar. 1, 1894	5	1.00	
298	Altosna, Pa.	2	2,700	Oct. 1, 1888	Oct. 1, 1893	5	900.00	
299	Bellefonte, Pa.	2	2,100	July 2, 1888	July 2, 1893	5	380.00	Do.
300	Bethlehem, Pa.	2	2,300	May 1, 1888	May 1, 1891	3	700.00	Heat.
301	Bradford, Pa.	2	2,600	Nov. 16, 1887	Nov. 16, 1892	5	600.00	Do.
302	Carlisle, Pa.	2	2,200	Mar. 1, 1890	Mar. 1, 1895	5	450.00	Heat and light
303	Chambersburg, Pa.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	440.00	
304	Chester, Pa.	2	2,500	Oct. 1, 1888	Oct. 1, 1892	4	675.00	
305	Columbia, Pa.	2	1,900	Feb. 15, 1890	Feb. 15, 1894	4	300.00	
306	Corry, Pa.	2	2,200	June 1, 1887	June 1, 1892	5	350.00	
307	Danville, Pa.	2	2,000	Oct. 1, 1887	Oct. 1, 1892	5	500.00	
308	Downingtown, Pa.	3	1,400	Aug. 15, 1886	Aug. 15, 1891	5	1.00	
309	Easton, Pa.	2	2,600	Apr. 1, 1887	Apr. 1, 1892	5	1,100.00	
310	Franklin, Pa.	2	2,200	Apr. 1, 1889	Apr. 1, 1894	5	600.00	Heat.
311	Greensburg, Pa.	2	2,100	Apr. 30, 1889	Apr. 1, 1890	4½	750.00	
312	Hackett, Pa.	2	2,300	July 1, 1889	July 1, 1894	5	1,200.00	
313	Huntingdon, Pa.	2	2,400	Apr. 1, 1888	Apr. 1, 1893	5	300.00	
314	Johnstown, Pa.	2	2,500	July 1, 1886	July 1, 1891	5	750.00	Heat and light.
315	Lancaster, Pa.	2	2,900	Oct. 1, 1887	Oct. 1, 1892	5	2,000.00	
316	Lebanon, Pa.	2	2,500	Mar. 31, 1888	Mar. 31, 1893	5	850.00	
317	Lock Haven, Pa.	2	2,300	Mar. 1, 1888	Mar. 1, 1893	5	600.00	
318	McKeasport, Pa.	2	2,300	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
319	Meadville, Pa.	2	2,500	Jun. 30, 1888	June 30, 1893	5	1,000.00	
320	New Castle, Pa.	2	2,400	Oct. 1, 1886	Oct. 1, 1891	5	700.00	Do.
321	Norristown, Pa.	2	2,400	Feb. 1, 1889	Feb. 1, 1894	5	1,000.00	
322	Pittston, Pa.	2	2,300	July 1, 1886	July 1, 1891	5	500.00	
323	Pottstown, Pa.	2	2,300	Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
324	Soranton, Pa.	1	8,100	Apr. 1, 1889	Apr. 1, 1894	5	2,790.00	Heat.
325	Shamokin, Pa.	2	2,100	Jan. 1, 1889	Jan. 1, 1894	5	400.00	
326	Titusville, Pa.	2	2,400	Nov. 1, 1889	Nov. 1, 1894	5	750.00	
327	Towanda, Pa.	2	2,000	do	do	5	500.00	Heat and light.
328	Warren, Pa.	2	2,600	do	do	5	1,000.00	Do.
329	Wilkes-Barre, Pa.	2	2,900	Apr. 1, 1886	Apr. 1, 1891	5	1,100.00	Heat.
330	Williamsport, Pa.	2	2,900	June 30, 1888	June 30, 1892	4	800.00	
331	York, Pa.	2	2,700	Apr. 1, 1889	Apr. 1, 1894	5	1,000.00	
332	Westerly, R. I.	2	2,200	Oct. 1, 1888	Oct. 1, 1893	5	800.00	
333	Aberdeen, S. Dak.	2	2,400	Dec. 6, 1887	Dec. 6, 1892	5	600.00	
334	Huron, S. Dak.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	700.00	
335	Siox Falls, S. Dak.	2	2,500	Feb. 1, 1888	Feb. 1, 1893	5	1,200.00	Heat and light.

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POST-OFFICES—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
336	Chattanooga, Tenn.	1	\$3,100	Jan. 2, 1888	Jan. 2, 1893	5	\$5.00	
337	Bonham, Tex.	3	1,600	Jan. 2, 1888	Jan. 2, 1891	3	1.00	
338	Corsicana, Tex.	2	2,000	Apr. 1, 1890	Apr. 1, 1895	5	400.00	
339	Fort Worth, Tex.	2	2,800	Jan. 1, 1890	Jan. 1, 1895	5	1,600.00	Do.
340	Gainesville, Tex.	2	2,100	do	do	5	360.00	Do.
341	Houston, Tex.	2	2,900	Aug. 1, 1886	Aug. 1, 1890	4	900.00	
342	Paris, Tex.	2	2,200	Sept. 1, 1887	Sept. 1, 1892	5	240.00	
343	Sherman, Tex.	2	2,400	Nov. 1, 1887	Nov. 1, 1892	5	360.00	
344	Ogden, Utah	2	2,500	Aug. 1, 1888	Aug. 1, 1893	5	600.00	Do.
345	Salt Lake City, Utah.	1	3,100	July 1, 1886	July 1, 1891	5	1,200.00	
346	Bennington, Vt.	2	2,200	Jan. 1, 1889	Jan. 1, 1894	5	800.00	Do.
347	Brattleborough, Vt.	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	650.00	
348	Montpelier, Vt.	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	850.00	
349	St. Johnsbury, Vt.	2	2,200	July 1, 1889	July 1, 1894	5	600.00	
350	Lynchburgh, Va.	2	2,800	July 1, 1886	July 1, 1891	5	700.00	
351	Staunton, Va.	2	2,400	July 1, 1887	July 1, 1892	5	400.00	
352	Seattle, Wash.	1	3,000	Oct. 14, 1889	Oct. 14, 1894	5	2,700.00	Do.
353	Spokane Falls, Wash.	2	2,600	Dec. 1, 1889	Dec. 1, 1894	5	780.00	
354	Walla Walla, Wash.	1	2,300	June 30, 1888	June 30, 1893	5	620.00	Do.
355	Appleton, Wis.	2	2,300	Jan. 1, 1890	Jan. 1, 1895	5	900.00	
356	Ashland, Wis.	2	2,400	Nov. 12, 1887	Nov. 12, 1892	5	600.00	Do.
357	Beloit, Wis.	2	2,300	Mar. 1, 1890	Mar. 1, 1895	5	800.00	
358	Chippewa Falls, Wis.	2	2,100	June 1, 1889	June 1, 1894	5	800.00	Do.
359	Eau Claire, Wis.	2	2,500	Oct. 1, 1886	Oct. 1, 1891	5	1,500.00	Do.
360	Fond du Lac, Wis.	2	2,400	Jan. 1, 1889	Jan. 1, 1894	5	600.00	
361	Green Bay, Wis.	2	2,300	June 7, 1890	June 7, 1895	5	1,200.00	
362	Janeville, Wis.	2	2,500	Jan. 1, 1887	Jan. 1, 1892	5	1,100.00	
363	Marquette, Wis.	2	2,100	July 2, 1888	July 2, 1893	5	350.00	
364	Racine, Wis.	2	2,800	July 1, 1889	July 1, 1893	4	1,160.00	
365	Sheboygan, Wis.	2	2,300	Mar. 1, 1889	Mar. 1, 1894	5	800.00	
366	Watertown, Wis.	2	2,000	Jan. 1, 1888	Jan. 1, 1893	5	500.00	
367	Cheyenne, Wyo.	2	2,400	Nov. 10, 1888	Nov. 10, 1893	5	1,500.00	Do.
Total rental at 367 offices							324,042.50	

POSTAL STATIONS.

1	Baltimore, Md.	1	\$5,000	Jan. 15, 1887	Jan. 15, 1892	5	\$650.00	
	West Baltimore							
	Boston, Mass.	1	6,000					
2	Back Bay			Oct. 1, 1888	Oct. 1, 1893	5	1,500.00	Heat and light.
3	Brighton			July 1, 1887	July 1, 1892	5	575.00	Do.
4	Brookline			Mar. 31, 1888	Mar. 31, 1893	5	800.00	Do.
5	Cambridge			Sept. 15, 1887	Sept. 15, 1892	5	750.00	Do.
6	Cambridgeport			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
7	Charlestown			Nov. 1, 1886	Nov. 1, 1891	5	800.00	Heat.
8	Chelsea			June 1, 1890	June 1, 1895	5	2,000.00	Heat and light.
9	Dorchester			Aug. 1, 1889	Aug. 1, 1894	5	1,000.00	Do.
10	East Boston			July 1, 1889	July 1, 1894	5	1,450.00	Do.
11	East Cambridge			Mar. 31, 1888	Mar. 31, 1893	5	500.00	
12	Jamaica Plain			Jan. 1, 1890	Jan. 1, 1895	5	550.00	Do.
13	Mattapan			Mar. 1, 1890	Mar. 1, 1895	5	400.00	
14	North Cambridge.			Apr. 1, 1887	Apr. 1, 1892	5	800.00	Do.
15	Revere			Nov. 10, 1887	Nov. 10, 1892	5	150.00	Do.
16	Roxbury			Feb. 1, 1889	Feb. 1, 1894	5	1,500.00	Heat.
17	Somerville			Jan. 5, 1889	Jan. 5, 1894	5	1,000.00	Heat and light.
18	Station A			Dec. 1, 1885	Dec. 1, 1889	4	1,050.00	
19	South Boston			Jan. 1, 1889	Jan. 1, 1894	5	1,000.00	
20	Winthrop			Sept. 1, 1887	Sept. 1, 1892	5	144.00	

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POSTAL STATIONS—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
21	Brooklyn, N. Y.	1	\$5,000	Dec. 1, 1887	Dec. 1, 1897	10	\$1,700.00	Heat.
22	Brevoort			May 1, 1888	May 1, 1891	5	720.00	Heat and light.
23	Greenpoint			Nov. 1, 1888	Nov. 1, 1891	5	825.00	Do.
24	Station E			Dec. 1, 1885	Dec. 1, 1889	4	600.00	Heat.
25	Station W			Jan. 21, 1888	Jan. 21, 1893	5	2,000.00	
26	Chicago, Ill.	1	6,000	Dec. 1, 1888	May 1, 1893	4½	1,020.00	Heat and light.
27	Cottage Grove			May 1, 1890	May 1, 1891	5	1,115.00	
28	Madison Street			May 1, 1887	May 1, 1892	5	2,100.00	Fuel and light.
29	North Division			Jan. 15, 1890	Jan. 15, 1895	5	750.00	Heat and light.
30	Ogden Avenue Station			Oct. 1, 1886	Oct. 1, 1891	5	1,800.00	Heat.
31	South Division			Feb. 15, 1889	Feb. 15, 1894	5	1,900.00	Heat and light.
32	Stock Yards			Feb. 1, 1890	Feb. 1, 1894	5	780.00	Do.
33	Twenty-second Street Station							
34	Cincinnati, Ohio	1	6,000	Oct. 1, 1887	Oct. 1, 1892	5	180.00	
35	Station C			June 1, 1888	June 1, 1893	5	450.00	Do.
36	Station E							
37	Indianapolis, Ind.	1	3,500	Oct. 1, 1888	Oct. 1, 1893	5	900.00	Do.
38	Union Depot							
39	Kansas City, Mo.	1	3,800	June 1, 1886	June 1, 1891	5	312.00	Heat.
40	West Kansas City							
41	Los Angeles, Cal.	1	3,300	June 1, 1888	June 1, 1893	5	600.00	Heat and light.
42	Station B			do	do	5	500.00	Do.
43	East Los Angeles							
44	Milwaukee, Wis.	1	3,700	Apr. 1, 1889	Apr. 1, 1894	5	600.00	
45	South Side							
46	New York, N. Y.	1	8,000	Feb. 1, 1890	Feb. 1, 1895	5	6,200.00	Heat.
47	Station A			May 1, 1888	May 1, 1893	5	3,000.00	
48	Station B			Sept. 16, 1889	Sept. 16, 1894	5	3,500.00	Do.
49	Station C			May 1, 1889	May 1, 1894	5	5,000.00	
50	Station D			May 1, 1890	May 1, 1895	5	4,200.00	Do.
51	Station E			Jan. 1, 1889	Jan. 1, 1894	5	2,700.00	
52	Station F			May 1, 1887	May 1, 1892	5	2,900.00	Do.
53	Station G			May 1, 1884	May 1, 1893	5	2,200.00	
54	Station H			Jan. 1, 1887	Jan. 1, 1892	5	2,000.00	
55	Station I			Aug. 1, 1889	Aug. 1, 1894	5	2,600.00	
56	Station J			Apr. 1, 1790	Apr. 1, 1895	5	900.00	
57	Station K			Mar. 1, 1890	Mar. 1, 1895	5	9,000.00	Do.
58	Station L			May 1, 1890	May 1, 1895	5	5,900.00	
59	Station M			Oct. 1, 1888	Oct. 1, 1893	5	750.00	
60	Station N			May 1, 1889	May 1, 1894	5	350.00	
61	Station O			Jan. 1, 1887	Jan. 1, 1892	5	450.00	
62	Station P			Nov. 29, 1889	Nov. 29, 1894	5	2,100.00	Do.
63	Station Q			Feb. 1, 1889	Feb. 1, 1894	5	500.00	
64	High Bridge							
65	Philadelphia, Pa.	1	6,000	July 1, 1888	July 1, 1891	5	420.00	
66	Station F			Mar. 1, 1890	Mar. 1, 1895	5	1,600.00	Heat and light.
67	Columbia Avenue Station			do	do	5	610.00	
68	Kensington Station			do	do	5	600.00	
69	West Park Station			May 5, 1890	May 5, 1895	5	600.00	
70	Southwest Station			Apr. 7, 1890	Apr. 7, 1895	5	800.00	Do.
71	Pasayunk Station			Mar. 1, 1890	Mar. 1, 1895	5	2,150.00	Do.
72	East Chestnut Street Station							

LEASES—Continued.

EXHIBIT B.—Statement of post-offices and postal stations where premises have been leased by the Government, etc.—Continued.

POSTAL STATIONS—Continued.

No.	Offices.	Class.	Post-master's salary.	Term of lease.		No. of years.	Rent per annum.	Heat, fuel, or light included in lease.
				From—	To—			
65	Philadelphia, Pa— Continued. Paschallville Station.			Apr. 21, 1890	Apr. 21, 1895	5	\$600.00	Heat and light.
66	Pittsburgh, Pa ...	1	\$3,000	June 1, 1886	June 1, 1891	5	250.00	Do.
67	Station B ...			Oct. 1, 1887	Oct. 1, 1892	5	400.00	Do.
68	East Liberty ...			Sept. 1, 1888	Sept. 1, 1892	4	400.00	Do.
	South Side.....							
69	St. Louis, Mo	1	6,000	Jan. 1, 1887	Jan. 1, 1892	5	180.00	Do.
70	Station B ...			June 1, 1888	June 1, 1893	5	420.00	
71	Station E ...			July 1, 1886	July 1, 1890	4	420.00	
	North St. Louis.							
72	San Francisco, Cal.	1	5,000	Jan. 1, 1890	Jan. 1, 1895	5	1,500.00	Do.
	Station B ...							
73	Springfield, Mo ...	2	2,600	Jan. 1, 1888	Jan. 1, 1893	5	1.00	
	Station A ...							
74	Washington, D. C.	1	5,000	Oct. 1, 1889	Oct. 1, 1894	5	900.00	
	East Capitol Station.							
	Total rental at 74 stations ..						101,032.00	

RECAPITULATION.

	No.	Amount.
Total of post-offices.....	367	\$324,042.50
Total of postal stations.....	74	101,032.00
Grand total, offices and stations.....	441	425,074.50

REPORT
OF THE
CHIEF POST-OFFICE INSPECTOR
FOR
1890.



REPORT

OF THE

CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., October 21, 1890.

SIR: I have the honor to submit herewith for your information a number of statistical tables showing the workings of the force of post-office inspectors during the fiscal year ended June 30, 1890. I have appended to each table explanatory comments of my own which, taken with the tables, form a report of the work of the office and its agents for the year.

The duties of inspectors may be generally classed as of two distinct kinds—the work growing out of depredations upon the mails and miscellaneous work which does not relate to nor have its origin in the former. These two kinds of duties the statistics exhibited in the following tables explain. With the former the general public is more directly concerned, and with the latter the postal service, in all its branches, which has come to be termed “the Department.” How much, then, depends on faithful performance of these two kinds of duty. The public feels losses keenly and cries out loudly when it suffers from the dishonest pilferer of letters, and the inspector must respond quickly and successfully to meet the demands put upon him in this direction. So much depends upon the safe and speedy delivery of letters that the public becomes the best critic in many cases.

With the watchful eyes of fraternal branches of the Department over his movements, the inspector must exercise great care and delicacy in the performance of tasks committed to him by those branches, for on his judgment and on his reports depend, in a large measure, the action and policy of the Department. I think I may be pardoned for the feeling of satisfaction that impels me to report that the officers of this branch of the service have had an eye single to their duties both toward the public and the Department. They have been ever zealous and faithful in their efforts to correct wrong, to make the crooked straight, to cast light upon dim questions, and to lend assistance in clearing the way to a good postal service. The first class of duties mentioned has its origin largely in the complaints of the public in the treatment of its mail-matter. This is of two kinds—registered and ordinary. Experience long ago separated these two classes of complaints and in the office gave them separate designations with appropriate subdivisions.

The first of these is class A. This relates to complaints of all kinds received concerning the domestic registered mail; complaints of losses, delays, rifling, tampering, and wrong delivery, etc. The number and cause of these complaints will appear from the subjoined table, marked Exhibit A.

EXHIBIT A.—Number and character of complaints (by States) upon which "A" cases were made up and referred to post-office inspectors for investigation during the fiscal year ended June 30, 1890.

States and Territories.	Letters.		Pack-ages.		Total.	Alleged cause of complaint.									Total.
	In which contents were stated when complaint was made.	Contents not stated.	Contents stated.	Not stated.		Rifling.	Loss.	Loss from R. P. E.	Detention.	Wrong delivery.	Tampering.	Carelessness of postal employees.	Improper dispatch.	Other causes.	
Alabama	102	79	2	2	185	70	91	15	2	3	2			2	185
Alaska		2	6		8		8								8
Arizona	81	35	2	1	67	45	19	3						3	67
Arkansas	86	89	2	1	178	69	80	14	1	8	2		1	3	178
California	35	83	6	4	128	50	66	6	1	3			1	1	128
Colorado	75	104	4	4	187	55	113	12	3	4				1	187
Connecticut	12	31	11	10	64	17	37	4	1		3			2	64
Dakota*	12	6		1	19	11	5	1			1			1	19
Delaware	3				3					1					3
District of Columbia	101	229	1	17	348	12	327	3		1	1			4	348
Florida	41	50	1	5	97	35	53	5		1	1			2	97
Georgia	123	140	2	1	266	122	125	9		2	5			3	266
Idaho	19	11			30	16	10		3					1	30
Illinois	103	109	16	38	266	93	139	10	8	7	1	1	3	9	266
Indiana	143	60		5	208	117	63	11	3	6	3			5	208
Indian Territory	16	19			35	12	21	2							35
Iowa	56	45	2	7	110	50	41	9		7	2			1	110
Kansas	100	58	3	7	168	82	66	7	1	3			1	8	168
Kentucky	125	81	2	5	213	117	81	7		5	1	1		1	213
Louisiana	118	67	2	3	190	102	72	8	1	4	1		1	1	190
Maine	17	22	2	3	44	15	23	3	1					2	44
Maryland	32	26	2	4	64	30	23	6		2	1			2	64
Massachusetts	27	72	4	11	114	19	80	5	3	7					114
Michigan	63	35	1	2	101	54	34	5	2	3	1			2	101
Minnesota	48	29		3	80	41	30	3	2	1	1			2	80
Mississippi	121	124		3	248	113	121	7	4		1			2	248
Missouri	171	96	4	14	285	129	113	15	8	8	4		2	6	285
Montana	25	188	1	1	215	21	185	7	1		1				215
Nebraska	123	428	2	5	558	56	485	6		6	1		4		558
Nevada	3	4			7	3	3	1							7
New Hampshire	10	6			16	7	9								16
New Jersey	39	21	1	3	64	26	31	5		1				1	64
New Mexico	24	237	1	1	263	9	243	2	1	7				1	263
New York	93	121	31	28	273	82	154	11	6	10	4	1		5	273
North Carolina	157	70	3	2	232	153	39	25		3	7	1	1	3	232
North Dakota	11	69			80	7	72		1						80
Ohio	123	88	2	4	217	99	90	8	2	8	3		2	5	217
Oregon	42	44		5	91	42	29	9		5				6	91
Pennsylvania	108	130	5	14	257	84	134	13	2	10	4		4	6	257
Rhode Island	4	2		1	7	3	3			1					7
South Carolina	93	88		2	183	92	84	6		1					183
South Dakota	16	10			26	13	6	4	2	1					26
Tennessee	134	92	1	3	230	109	105	9	3	3				1	230
Texas	150	100	3	8	261	133	99	19	4	5	1				261
Utah	25	43	1		69	28	35	4	1		1				69
Vermont	6	10	1	3	20	5	13			1				1	20
Virginia	133	84	5	4	226	106	89	14	5	5	3			4	226
Washington	40	45	3	5	93	25	62	3	1	1	1				93
West Virginia	101	34		3	138	92	37	7					1	1	138
Wisconsin	51	47	2		100	43	53	3	1						100
Wyoming	20	16		1	37	10	26	1							37
Grand total	3,311	3,679	135	244	7,369	2,725	3,927	327	68	144	57	4	22	91	7,369

* Before division.

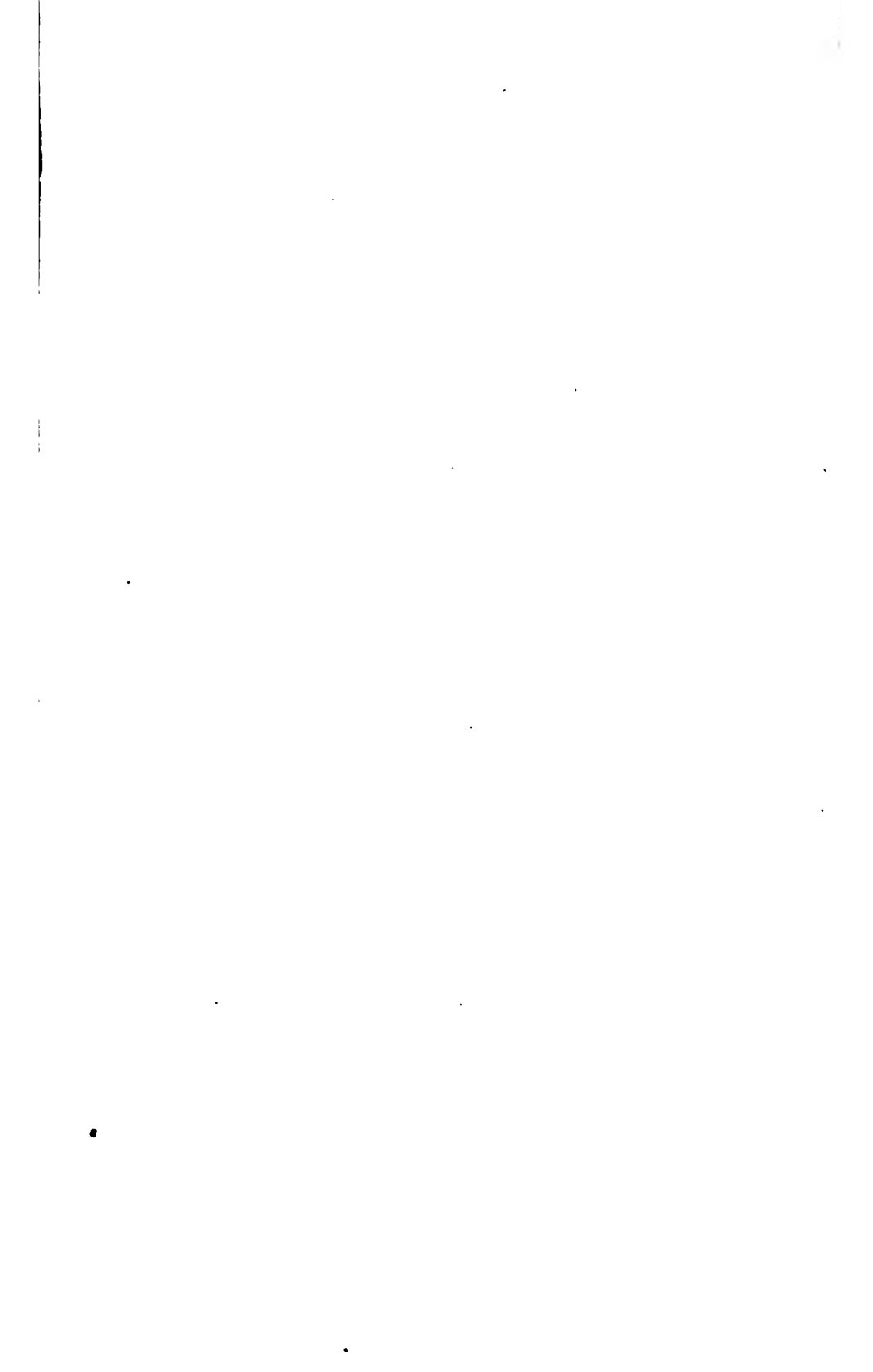


EXHIBIT B.

States and Territories.	O. K.	No cause for complaint.	No loss. Cause of complaint—					No inclosure.	Not rifled.	Not rifled in Post-Office Department.	Not registered.	Burning of post-offices.	Burning of postal cars.	Total.
			Improper address.	Unavoidable delay.	Carelessness of postal employees.	Improper dispatch.	Other causes.							
Alabama	39	3	1	10	4	3	2	5						96
Alaska														
Arizona	9					1	1	3	2	1				28
Arkansas	31	1	2	3	3	7	3	7	2					97
California	44			3	1	3		2	1	1	1	2		108
Colorado	38	1		5	1			3	2	3				67
Connecticut	30		1	3	2	2	1	1	4					49
Dakota	9			1			1	1	1	1				18
Delaware										1	1			3
District of Columbia	210		4	5	3	15	1	1	4	1				249
Florida	29			3	2	12	1	6	3	2				70
Georgia	27			7	1	10	3	13			1			143
Idaho	6						1	1						11
Illinois	105	3	3	17	5	12	18	13	3	1	1			208
Indiana	23		1	8	1	4	9	13						151
Indian Territory	7			1	1			1						14
Iowa	23	1	1	6	3	1	4	8	1					61
Kansas	45		6	8	6	8	6	9						117
Kentucky	30	1	2	3	2	4	7	4	1	2	1	1		185
Louisiana	31		2	3	2	4	4	24						79
Maine	7			4	2	5	1	2	1		2			37
Maryland	27			1	1		2	7	1					58
Massachusetts	45	1		3	2	5	2	2	1		1			88
Michigan	23	1	1	5	2	2	4	8	2		1			63
Minnesota	24			6		3	3	5	7	1				59
Mississippi	23	2	1	10	1	3	6	30	1	1				116
Missouri	96	2	4	4	10	13	9	5	2	2				144
Montana	14			1			1	1	2					27
Nebraska	42			2	2	3	1	5						480
Nevada	1	1					1	1						5
New Hampshire	2				1	1	1				1			9
New Jersey	3			3			2	2	6	2				46
New Mexico	16					1		2						153
New York	114	4	1	18	9	16	11	23	4	6				245
North Carolina	37		1	2		6	3	10	4	1	2			86
North Dakota	4													8
Ohio	51	3		11	2	7	7	16	1	2	1			181
Oregon	21		2	2		1	2	6	1					38
Pennsylvania	66	1	1	14	3	9	4	14	2	13				177
Rhode Island	2							1	1	1				5
South Carolina	23			6	13	1	1	5	2	1				118
South Dakota	4			2	1			1	1					11
Tennessee	26	2	1	15	4	7	2	14	1					178
Texas	47	1	1	15	5	10	5	9	2		2			109
Utah	12							2	1					18
Vermont	11			1				1						15
Virginia	34		1	6		6	6	14	1	6				317
Washington	25			6			1	2	3	1				52
West Virginia	22			1	1	2	2	9	2					116
Wisconsin	19			3	1	6	4	8	1		1			76
Wyoming	4			6		2								19
Total	1,563	28	37	236	116	202	143	328	66	44	13	3	41	714
				619				561						70

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From the foregoing table it appears that there were received during the year 7,369 complaints of all kinds, and of these 6,990 were complaints of depredations upon registered letters and 379 upon registered packages (third and fourth class matter); 2,725 complaints were of rifling; 3,927 were of loss of the entire letter or packet; 327 loss of the letter or package from the accompanying registered package envelope; 68 complaints of detention were received; 144 of wrong delivery; 57 of tampering; and 120 others of various wrongs. Of these 7,369 complaints 4,714 have been investigated and reported upon during the year. The result of these investigations is shown in the following table, Exhibit B:

Investigation showed that no loss had occurred, either to sender or addressee, in 2,763 cases, the letter or packet having been safely delivered or the cause of complaint groundless. Of the reported cases of rifling, investigation showed that in 143 cases no inclosure was made by the sender; in 328 no rifling had occurred (all that was inclosed had been received); 66 cases of rifling occurred either before mailing or after delivery, thus relieving the Post-Office Department of blame; and 44 cases of reported lost registered matter were found not to have been registered at all, either having been sent in the ordinary mail or not mailed. Loss was found to have occurred in 1,951 cases. A careful scrutiny of Exhibit B will show to what causes the loss was attributable. It is gratifying to state that of these losses only 666 cases are chargeable to the dishonesty or carelessness of postal employés. But by application of the disciplinary rules of the service reimbursement was required and recovery of stolen amounts was made in 489 cases; the lost articles or valuables were traced into the Dead Letter Office and restored to the owners in 183 cases, and in 67 cases voluntary reimbursement was made by the party at fault before the loss was reported to the Department. This leaves 1,117 cases in which the cause of the loss was ascertained, but in which no one was at fault or in which under the circumstances no recovery could be made. There were also 105 cases in which no trace of the reported lost matter could be found, making in all 1,222 cases in which actual loss was ascertained to have occurred.

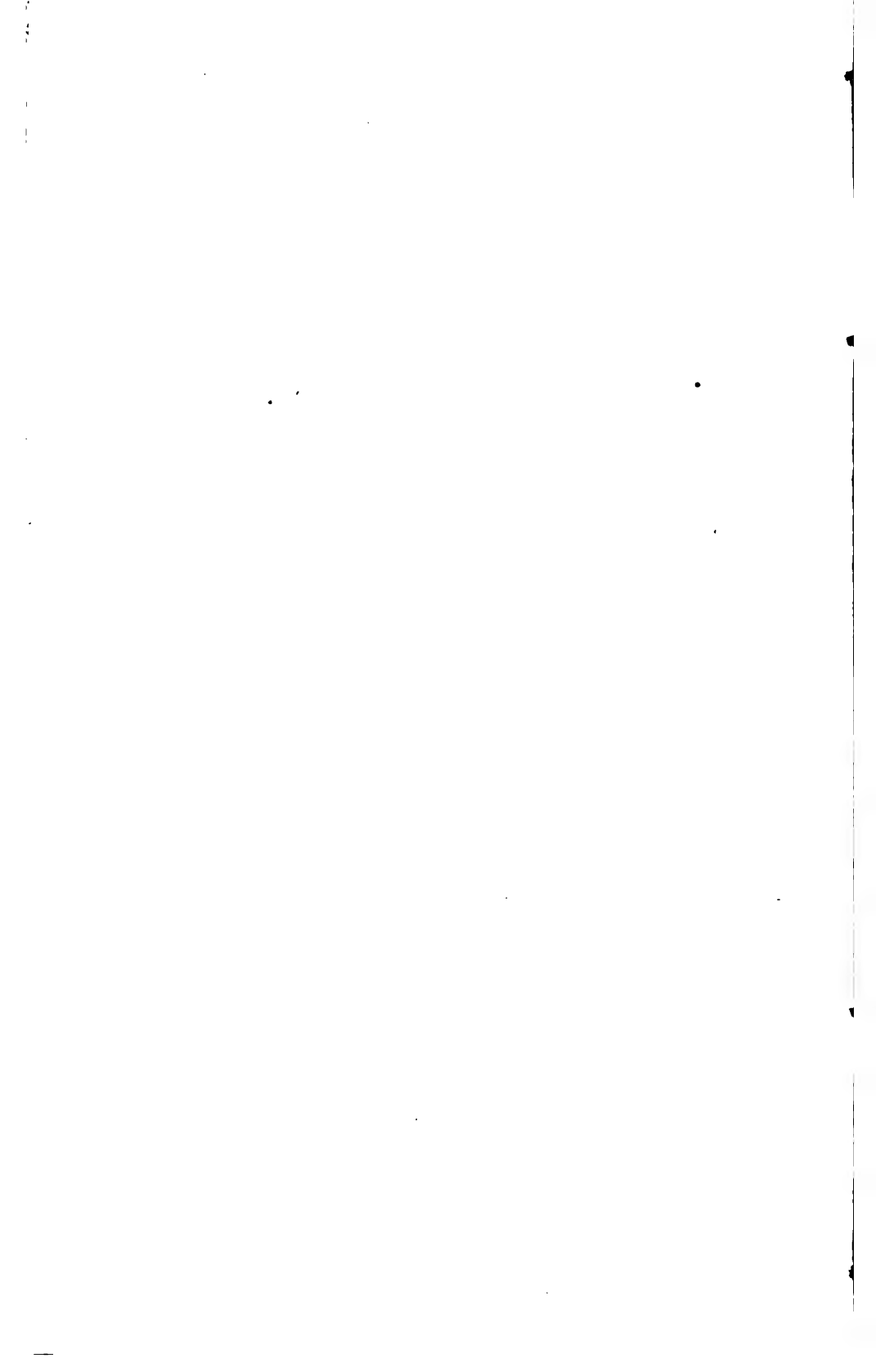
There were on hand July 1, 1889, 2,667 cases, and of these 2,083 were investigated and loss was found to have occurred in 568 cases, or a little more than 27 per cent. Now, taking this percentage as a basis and assuming that as great a percentage of loss will be found to have occurred in the 2,655 cases of the fiscal year uninvestigated, we have 616, which added to the 1,222 cases in which loss was by investigation found to have occurred, we have a total ascertained and estimated loss of 1,838. This compared with the total number of domestic registered pieces handled during the year, viz, 14,148,564, shows a loss of 1 piece for every 7,697 handled.

At first thought, this number seems alarmingly large, but the tables given in this report, Exhibits B and E, must be considered in connection therewith. The year has been one marked by casualties which the Post-Office Department could neither avoid nor prevent. By examining Exhibit B it will be observed that of the 1,951 cases of loss 1,180 were due to accidents, or more than 60 per cent., while only 686 were ascertained to be due to dishonesty or delinquency of postal employés. Last year the losses due to casualties were 586 only, out of a total of 1,283, or 45 per cent., while 591 were chargeable to the employés of the service. The number of complaints investigated during the year of those referred was 4,714, as against 3,998 last year, while the losses unaccounted for is one less this year than last. This, I am satisfied, indicates careful work on the part of this office, and relieves the Department of blame for increase of loss, which by another year may be greatly reduced, as there may be no great casualties to swell the totals of our annual reports.

Exhibit C shows the treatment of the 2,667 cases on hand July 1, 1889, and Exhibit D a résumé of the work done during the year in the treatment of cases of class A, and it is, in fact, a recapitulation of Exhibits A, B, and C.

no 30, 1890

States and Territories, etc.	Losses resulting from—			Losses paid through the office of Chief Post-Office Inspector.	Losses paid through dead-letter office.	Losses paid outside the Department.	Amount paid in last two columns.	No recovery.	No discovery.	Total.
	Theft.	Estimated amount lost.	Amount recovered.							
Alabama.....	16	\$759.75	\$759.75	34	.....	3	\$112.00	4	9	60
Alaska.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Arizona.....	5	155.10	33.25	12	.....	.....	.....	7	2	25
Arkansas.....	.....	7.00	7.00	11	.....	1	10.00	33	2	77
California.....	1	10.00	.....	6	.....	.....	.....	3	4	88
Colorado.....	.....	.....	.....	5	.....	.....	.....	.....	1	12
Connecticut.....	.....	8.00	8.00	13	.....	.....	.....	.....	1	18
Dakota.....	2	4.90	4.90	7	.....	.....	.....	.....	2	29
Delaware.....	.....	.....	.....	.....	.....	1	10.00	.....	.....	1
District of Columbia.....	.....	.....	.....	3	.....	.....	.....	71	1	156
Florida.....	.....	10.00	10.00	20	.....	3	112.72	.....	.....	32
Georgia.....	2	191.60	191.60	30	.....	2	102.75	.....	3	48
Idaho.....	.....	.....	.....	.....	.....	1	23.64	.....	1	4
Illinois.....	124	476.80	10.00	15	5	2	18.36	127	3	216
Indiana.....	.....	8.55	.....	9	19	2	116.12	5	5	67
Indian Territory.....	.....	.....	.....	55	.....	.....	.....	2	.....	64
Iowa.....	.....	.....	.....	4	1	1	30.65	.....	3	33
Kansas.....	1	50.00	50.00	20	.....	.....	.....	.....	6	82
Kentucky.....	4	227.56	213.81	27	9	.....	13.87	7	10	80
Louisiana.....	1	222.00	81.00	10	.....	1	1.25	3	1	45
Maine.....	.....	5.55	5.55	2	.....	1	5.00	7	.....	15
Maryland.....	.....	20.00	20.00	5	2	.....	1.60	.....	1	16
Massachusetts.....	.....	4.00	4.00	6	.....	.....	.....	.....	1	15
Michigan.....	1	169.75	169.75	24	1	.....	50	4	4	58
Minnesota.....	1	26.10	23.00	9	.....	2	45.00	11	.....	39
Mississippi.....	6	613.10	121.10	17	.....	.....	.....	16	2	63
Missouri.....	1	98.00	30.00	20	.....	1	1.60	7	2	6
Montana.....	.....	.....	.....	4	.....	.....	.....	1	4	16
Nebraska.....	.....	56.83	56.83	7	.....	1	5.00	.....	5	20
Nevada.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
New Hampshire.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey.....	.....	52.00	.....	2	.....	.....	.....	2	5	12
New Mexico.....	.....	.....	.....	4	.....	.....	.....	.....	.....	6
New York.....	4	96.68	19.68	24	1	.....	.....	12	3	80
North Carolina.....	8	210.87	210.87	12	.....	1	20.00	1	3	34
Ohio.....	2	35.50	12.50	29	.....	9	17.74	3	6	66
Oregon.....	.....	32.75	32.75	7	.....	.....	.....	.....	1	17
Pennsylvania.....	1	15.68	7.00	25	.....	2	20.00	7	5	59
Rhode Island.....	.....	.....	.....	8	.....	.....	.....	.....	.....	3
South Carolina.....	.....	.....	.....	14	.....	4	55.20	.....	.....	21
Tennessee.....	3	15.85	6.50	43	4	3	21.42	4	.....	62
Texas.....	1	120.47	23.50	38	.....	1	1,495.00	61	4	133
Utah.....	.....	.....	.....	14	.....	.....	.....	.....	.....	19
Vermont.....	.....	15.00	.....	.....	.....	.....	.....	1	.....	3
Virginia.....	3	37.31	4.25	19	3	.....	3.95	33	12	78
Washington.....	1	136.63	44.50	15	1	.....	3.00	20	1	48
West Virginia.....	.....	.....	.....	6	3	.....	4.50	1	.....	20
Wisconsin.....	.....	72.00	50.00	4	.....	2	30.00	1	1	22
Wyoming.....	2	.....	.....	.....	.....	.....	.....	1	.....	1
Total.....	183	4,366.33	2,211.09	634	58	35	2,281.37	454	114	2,083



An examination of Exhibit D shows an increase of 12 per cent. in the whole number of complaints received during the fiscal year ended June 30, 1890, over the number of complaints reported in the previous fiscal year, while the number of complaints during the year 1889 was 36 per cent. greater than the whole number of complaints reported in the fiscal year ended June 30, 1888. This is a reduction of two-thirds in the rate per cent. of increase in favor of the fiscal year just ended, a most gratifying evidence of the increased "celerity, certainty, and security" with which the mails carrying valuables of all kinds have been handled throughout the postal service during the period just closed. This showing undoubtedly indicates a marked improvement in the conduct of this important branch of the service, an improvement to the promotion of which, I am convinced, the corps of inspectors has contributed its full share.

EXHIBIT D.—Recapitulation of "A" cases.

[Based upon tabulated statements for the fiscal year ended June 30, 1890, together with actual count of "A" cases in the Post-Office Department on July 1, 1890.]

Cases made up:	
Cases outstanding July 1, 1889.....	2,767
Cases referred for investigation during the fiscal year 1889-'90.....	7,369
Total.....	10,136
Disposed of as follows:	
Cases closed during the fiscal year 1889-'90:	
Previous-year cases.....	2,083
Current-year cases.....	4,744
.....	6,797
Balance still outstanding.....	3,339
As follows:	
Cases returned by inspectors still under consideration by office:	
Previous-year cases.....	62
Current-year cases.....	329
Cases still in the hands of other bureaus of the Department:	
Previous-year cases.....	64
Current-year cases.....	92
Cases still in the hands of post-office inspectors for investigation July 1, 1890.....	2,792
.....	3,339

RESUME.

Whole number of "A" cases made up in the fiscal year—	
1887-'88.....	4,820
1888-'89.....	6,560
1889-'90.....	7,369
Increase in two years of over 52 per cent.	

The next class of cases grows out of complaints received of depredations upon the ordinary mail. To this has been given the designation Class B.

Exhibit E fully sets forth the work done in this class of cases. There were received, made into cases, and referred for investigation 51,745. Of these, 38,099 were investigated, leaving 13,646 awaiting investigation June 30, 1890. Twenty-nine thousand and fifty-three of these complaints related to lost letters, and 20,900 to lost packages, third and fourth-class matter. Eight hundred and seventy-two post-offices were burglarized and 358 were destroyed by fire. Sixty-three postal cars were wrecked or burned. There were 51 highway robberies of mail stages, 3 mail-messenger wagons were robbed, 153 mail-pouches were reported lost, and 292 were cut by accident or intention, or stolen.

EXHIBIT E.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosures.	Packages.	Post-offices robbed.	Post-offices burned.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut intentionally or by accident, or stolen.	Total number of complaints received.
Alabama.....	246	198	50	72	19	13	1	9	3	3	10	387
Arkansas.....	123	100	23	34	14	9	4	1	1	6	191	
California.....	508	388	120	440	14	10	1	14	1	16	4	1,008
Colorado.....	271	224	47	133	10	7	2	1	1	4	1	424
Connecticut.....	711	599	145	367	14	4	1	1	3	4	1,094	
Delaware.....	128	107	21	46	1	1	1	1	3	1	177	
Florida.....	177	143	34	79	12	1	1	1	3	5	277	
Georgia.....	379	296	83	246	34	10	5	1	1	6	681	
Illinois.....	2,187	1,885	302	2,985	36	13	3	1	9	35	5,218	
Indiana.....	548	462	86	294	43	9	1	1	4	13	912	
Iowa.....	433	351	79	255	26	13	4	1	2	19	753	
Kansas.....	344	276	68	192	29	11	1	1	2	2	581	
Kentucky.....	439	343	96	434	19	24	2	7	8	8	941	
Louisiana.....	248	191	57	157	7	3	1	1	3	3	423	
Maine.....	376	320	56	121	23	5	1	1	3	1	529	
Maryland.....	792	656	136	426	13	9	3	1	1	4	1,247	
Massachusetts.....	1,696	1,468	228	884	11	3	1	1	6	7	2,607	
Michigan.....	605	500	105	433	39	7	1	1	1	6	1,080	
Minnesota.....	320	276	44	170	13	4	1	1	1	6	515	
Mississippi.....	123	99	24	31	13	11	1	2	5	4	189	
Missouri.....	1,070	858	212	987	75	22	3	1	12	14	2,183	
Nebraska.....	239	191	48	170	15	3	2	1	2	8	439	
Nevada.....	9	6	3	12	1	2	1	1	1	1	24	
New Hampshire.....	235	202	33	65	14	1	1	1	1	1	315	
New York.....	6,666	4,518	2,148	6,472	64	19	1	1	6	14	13,242	
New Jersey.....	1,113	845	268	875	13	4	1	1	1	1	1,506	
North Carolina.....	241	181	60	65	15	5	1	1	4	1	332	
North Dakota.....	102	92	10	21	2	5	1	1	3	1	134	
Ohio.....	1,444	1,211	233	1,140	88	12	2	1	12	19	2,717	
Oregon.....	61	50	11	42	5	6	2	5	5	1	127	
Pennsylvania.....	3,866	3,447	419	2,019	57	19	1	1	1	11	5,975	
Rhode Island.....	184	143	41	271	5	1	1	1	1	1	461	
South Carolina.....	187	151	36	56	8	5	1	1	4	2	264	
South Dakota.....	63	60	3	32	3	1	1	1	1	1	99	
Tennessee.....	261	182	79	127	18	17	8	1	3	9	434	
Texas.....	385	286	99	141	24	8	7	5	4	5	579	
Vermont.....	126	106	20	30	8	2	1	1	1	1	168	
Virginia.....	682	551	131	331	17	17	4	1	4	23	1,078	
Washington.....	104	89	15	30	7	5	2	1	6	5	159	
West Virginia.....	183	148	35	63	20	12	1	1	5	14	299	
Wisconsin.....	453	375	78	271	15	14	1	1	1	1	755	
Alaska.....	3	3	1	1	1	1	1	1	1	1	5	
Arizona.....	19	15	4	6	1	1	1	2	1	4	32	
District of Columbia.....	549	438	111	352	1	1	1	1	1	4	906	
Idaho.....	12	10	2	4	1	1	1	2	1	2	22	
Indian Ter.....	23	21	2	7	7	1	1	1	1	1	38	
Montana.....	43	30	12	18	1	3	1	1	3	3	71	
New Mexico.....	33	26	7	22	4	2	1	1	3	2	67	
Utah.....	21	16	6	27	2	2	1	1	2	1	56	
Wyoming.....	23	13	10	14	3	1	1	2	1	3	45	
Total.....	29,053	23,114	5,939	20,900	872	358	63	51	3	153	292	51,745

EXHIBIT E.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discov- ery.	No loss.	Losses chargeable to care- lessness or depreciation of postal employés.	Losses charge- able to accident.	Losses charge- able to persons not in the postal service.	Cases still in hands of inspectors for in- vestiga- tion.
Alabama	27	67	116	1	2	154
Arkansas	2	30	43	1	.....	115
California	189	168	265	5	6	385
Colorado	161	100	86	4	4	69
Connecticut	386	148	331	1	33	196
Delaware	25	23	84	.....	.....	45
Florida	63	61	100	2	2	49
Georgia	40	159	172	1	6	303
Illinois	938	319	2,701	8	7	1,245
Indiana	86	54	241	.....	48	283
Iowa	271	143	127	6	.....	206
Kansas	28	121	164	1	1	268
Kentucky	77	61	618	5	12	168
Louisiana	28	81	65	.....	4	246
Maine	197	62	143	2	11	114
Maryland	60	165	846	7	15	154
Massachusetts	587	305	994	.....	227	494
Michigan	878	87	200	1	30	289
Minnesota	177	44	130	1	3	160
Mississippi	5	31	48	.....	2	103
Missouri	76	339	404	8	9	1,852
Nebraska	169	119	51	2	3	105
Nevada	10	2	2	2	.....	10
New Hampshire	121	49	86	.....	7	52
New York	1,200	1,437	8,084	4	19	2,498
New Jersey	221	102	804	.....	7	372
North Carolina	49	63	118	.....	1	101
North Dakota	41	8	17	.....	1	67
Ohio	173	172	1,104	4	181	1,133
Oregon	81	28	19	2	7	40
Pennsylvania	372	390	4,145	5	241	822
Rhode Island	122	42	.....	.....	146	151
South Carolina	11	41	92	2	2	116
South Dakota	42	15	17	.....	1	24
Tennessee	53	106	185	8	3	114
Texas	25	110	103	.....	2	339
Vermont	65	22	54	.....	8	24
Virginia	107	164	482	8	7	330
Washington	21	30	27	4	1	66
West Virginia	53	67	61	5	7	106
Wisconsin	255	53	238	2	.....	207
Alaska	2	3	.....	.....	.....	1
Arizona	1	11	3	.....	.....	17
District of Columbia	143	165	324	.....	15	250
Idaho	3	5	2	.....	1	11
Indian Territory .....	.....	4	7	.....	.....	27
Montana	14	11	15	1	.....	30
New Mexico	20	17	12	1	.....	17
Utah	17	15	2	8	2	17
Wyoming	17	12	3	.....	1	12
Total	7,160	5,830	23,985	95	1,029	13,646

A still further subdivision of the first branch of the work of the office has been given the designation of Class F and is set forth in Exhibits F, F,¹ F.²

CLASS F CASES.

The number of this class of complaints received from postmasters, foreign postal administrations, and all other sources for the fiscal year ended June 30, 1890, were 10,644. Of these, 6,064 related to registered mail, 4,125 to unregistered mail, and 455 cases related to miscellaneous complaints, as to treatment of mail matter passing between the United States and foreign countries.

The number of cases of this class brought to a close during the year was 10,436, of which 5,899 related to registered mail, 3,791 to unregistered mail, and 746 to miscellaneous complaints. Of the inquiries made regarding registered matter 5,385 cases were finally closed without loss, or if loss was sustained it was made good to the sender or addressee as a result of investigation. In this number are included 15 cases of alleged abstraction of contents in which it was ascertained that no loss had been sustained, also 12 cases of alleged rifling and 29 cases of loss, in which, as a result of investigation, the losses were required to be made good. Of this last number collections were made and repayment effected through the office of chief inspector in 34 cases; 299 cases closed without loss related to registered mail matter passing through the United States in transit from one foreign country to another, which became the subject of inquiry by this office. The registered cases included in the accompanying table (Exhibit F) represent those which could be conveniently grouped, as between certain States and foreign countries, in which 5,086 complaints were closed without loss.

Of the whole number of cases treated relating to registered mail passing between the United States and foreign countries, the losses, thefts, and casualties amounted to 514 cases, as follows:

Number of cases of alleged rifling	142
Number lost in transit, not received by addressees	68
Number destroyed by burning of post-offices	123
Number destroyed by burning of postal cars	152
Lost by wreck	2
Losses by robbery of post-offices or of mail	27
	<hr/> 514
Total represented by casualties	277
Charged to United States employes	41
Losses located outside the United States	44
	<hr/> 362
Number not accounted for, and in which the loss or responsibility may be said to rest equally between the United States and foreign countries	152

EXHIBIT F.—States and countries between which the registered mail was passing, and number of cases in which investigation determined that no losses had been sustained, or in which the losses sustained were made good, as a result of investigation.

States and Territories.	Austria.	Belgium.	Central America.	Denmark.	France.	Germany.	Great Britain.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	South America.	Switzerland.	U. S. of Colombia.	West Indies.	Miscellaneous.	Total.
Alabama.....	3						6	9	3			3							1	25
Alaska.....	1			1								1								3
Arizona.....			1		1		2	2	5	2										14
Arkansas.....	3						4	2	2											13
California.....	37	1	2	19	13	58	60	41	11		4	7	9	2	10	5	7		15	301
Colorado.....	11				4	20	13	11			1	1	1	1	3					66
Connecticut.....	5		1	11	1	4	16	17	6	1	1	4	4				1	1		69
Dakota.....	8			7	2		10	5				2		4						38
Delaware.....						5														6
District of Columbia.....	1			8	7	12	5	3	3				2		1	1	2		4	48
Florida.....					2	1	1	3							1			3	1	15
Georgia.....	1					6	5	1				3		1						18
Idaho.....			1			2	3				1							1		7
Illinois.....	49	1		12	2	7	131	70	43	8	1	4	23	21	4	4	1		5	386
Indiana.....	1			1		1	21	6					3			1				36
Indian Territory.....					2	2									1					6
Iowa.....	8			1	2		25	14		1		1	1	5	2					58
Kansas.....	9	3	1	4	1	1	20	4	8			9	3	6	2	3				66
Kentucky.....	2			1		1	12	4				3		2				1	1	29
Louisiana.....	3		1	7		10	5	11	20	6	1	3	1		1		4	5	2	79
Maine.....					7		2	2				1								14
Maryland.....	5					24	8	3						1						46
Massachusetts.....	9		1	14	4	9	19	81	39	6	1	27	2	9	10	8	1	5	12	351
Michigan.....	18	2		15	1	1	34	20	5	2	2	6	1	3			1	1		113
Minnesota.....	16	1		8	1	1	28	10		1	5	7	1	9	2	5				95
Mississippi.....	2					1	2	2	1						1			1		10
Missouri.....	17	1	3	11		2	73	20	16	6		1	10		1	5	2		2	172
Montana.....				4		1	8	8	1			2	2		2		1			27
Nebraska.....	15			1	2	1	28	19	3	1		4	4	7						85
Nevada.....	1						3	3				1					1		1	11
New Hampshire.....				11		1	1	2	1	1					2					16
New Jersey.....	10		1	4		3	49	22	9	1	1	4			2	1	2	1	2	112
New Mexico.....	1			1		1	4			2	3				6					14
New York.....	156	5	13	18	2	65	376	225	301	21	4	2	49	19	6	22	12	33	15	1,386
North Carolina.....							2	3												6
Ohio.....	37			11	1	9	80	22	15	8		10			4	4	1	1	2	200
Oregon.....	2						11	11				1		1	1	1				27
Pennsylvania.....	139	2	1	17		12	205	114	85	7	2	44	1	9	12	8	2	11	12	683
Rhode Island.....							3	11	6			1							1	26
South Carolina.....							3	3												6
Tennessee.....	3						14	5	4	2		3			4				1	36
Texas.....	22	1		4		2	44	12	7	11		1	2			2			1	109
Utah.....	1						1	6	2							1				15
Vermont.....	1				2		2	3	1	2										10
Virginia.....				3	1		5	6	1						1				1	18
Washington.....	6			6	2		15	24	5	1	2	1								63
West Virginia.....	1						3	3	3							1	1			12
Wisconsin.....	20			6	1	1	66	7	7	1		9	4		2	1	5	2		132
Wyoming.....				2			2	3												8
Total.....	623	18	24	326	22	164	1,458	889	661	98	13	29	245	39	94	108	85	38	67	825,086

Of the ordinary mail passing between the United States and foreign countries made the subject of investigation, Exhibit F 1, represents 1,246 cases in which no loss was sustained or the missing mail-matter was reclaimed by means of the inquiries instituted. Exhibit F 2, shows 2,545 cases in which the losses could not be located.

It should be remembered that there is no certain means of tracing ordinary mail-matter, as it is not recorded in transit, either in the United States or foreign countries; but by diligent inquiry at offices of origin and destination, at foreign and domestic exchange offices, and the dead-letter branches of the United States and other countries, many of these losses have been located, and the letters or parcels, or their missing contents, have been restored to senders or addressees.

The miscellaneous cases treated under Class F, affecting mail matter received from or in transit to foreign countries which became the subject of investigation, are summarized as follows:

Cases relating to dutiable mail-matter	358
Cases affecting international money-orders	45
Complaints as to lottery circulars, etc., mailed in foreign countries to persons residing in this country	27
Miscellaneous complaints on other subjects	816
	746

SUMMARY—CLASS F CASES.

Number of F cases on hand June 30, 1899, as unfinished	2,072
Number of new cases reported for fiscal year 1899	10,844
	12,716
Number of such cases closed for the year, the necessary inquiries having been concluded	10,436
Number remaining unfinished July 1, 1899	2,280
	12,716

EXHIBIT F 1.—States and countries between which the unregistered mail-matter was passing, and number of cases in which investigation showed that no losses had been sustained or was the means of reclaiming the missing articles.

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Sweden.	Switzerland.	South America.	U. S. Colombia.	West Indies.	Miscellaneous.	Total.
Alabama							1	3												4
Arkansas				4				1												5
California		2		1		3	6	29	2	1										51
Colorado		1		2		3	16							2	1	1	1			21
Connecticut				5			3	13	1	1										23
Dakota							2	2												2
Delaware	1						1	1												3
District of Columbia	1	1		1		1	6	6	2	1								1	2	22
Florida							6	1												1
Georgia				3				6												
Idaho								1												
Illinois	2			22		2	9	46			1	2	1							85
Indiana						1	1	2												4
Indian Territory								1												1
Iowa						1		8												
Kansas				2			1	7							1					11
Kentucky				2		1		4												6
Louisiana		1	2			2		1												3
Maine				1		1		1												11
Maryland				2		1		5												8
Massachusetts				14		2	7	40												63
Michigan				10		1	3	14		1	4		1			2	1			87
Minnesota				5	1	1	1	3				1			1	1				14
Mississippi								1												1
Missouri				2		1	2	7		1					1	1				15
Montana								2												2
Nebraska				1			3	6												10
New Hampshire				2				5												7
New Jersey				2		1	4	32		1						2				42
New Mexico	1							1												2
New York	14	2	3	148	1	26	51	210	3	1	4	3	4	8	12	5	6	31	9	535
North Carolina								1												1
Ohio		1		7		3	13	14	1	1			2	1						43
Oregon				1				1												2
Pennsylvania	2		1	11		4	14	82	2	1	1	1		1	3	1		3	4	132
Rhode Island								1												8
South Carolina				1				1								1				3
Tennessee				1				2												2
Texas							2	12												15
Utah							1	4												5
Vermont								1												8
Virginia				2				3		1						1				8
Washington				1				5									2			6
Wisconsin								4			2									9
Wyoming								3												3
Total	21	6	8	254	2	52	136	615	12	9	12	10	8	13	22	12	7	36	11	1,246

EXHIBIT F 2.—*States and countries between which the unregistered mail matter was passing, and the number of cases in which, after diligent inquiry, the losses could not be located either in the United States or in foreign countries.*

States and Territories.	Austria.	Belgium.	Central America.	Canada.	Denmark.	France.	Germany.	Great Britain.	Italy.	Mexico.	Netherlands.	Norway.	Russia.	Spain.	Sweden.	Switzerland.	South America.	U. S. Colombia.	West Indies.	Miscellaneous.	Total.
Alabama.....				2				8							1						11
Arizona.....				1				3													3
Arkansas.....				6			1	1													8
California.....			1	2	3	10	10	77		5	1										112
Colorado.....		1		4				26			1							1			33
Connecticut.....				17		1	4	20	1								1				44
Dakota.....				2				6							1						9
Delaware.....								6													6
District of Columbia.....	2		1	6		3	4	18			1					1	1				37
Florida.....				1				5	1												7
Georgia.....						1	1	9													11
Idaho.....								1													1
Illinois.....	2			66		6	20	52						3		6			2	1	157
Indiana.....				2			2	7							1						12
Indian Territory.....								1													1
Iowa.....				4				10			1								1		17
Kansas.....				2			1	15	1				1								20
Kentucky.....				4		2		4												1	11
Louisiana.....				1		5	1	3											4		14
Maine.....				16			1	4												1	22
Maryland.....				2		2	8	9		1							1				23
Massachusetts.....	1	4	1	73	1	5	7	70	2					2		2	1	1	2	1	174
Michigan.....		1		66			2	23		1	3										98
Minnesota.....	1			5			4	8				2	1								21
Mississippi.....						1		1													2
Missouri.....	1			6		1	8	16	4	4		1			2					1	44
Montana.....	1			6				11													18
Nebraska.....				1			1	8				1				1					12
Nevada.....							2	1													3
New Hampshire.....				13				2													15
New Jersey.....	1	1		5	1	6	12	22	1	1						2			1	2	55
New Mexico.....				1				1	1												3
New York.....	52	24	1	292	3	84	104	379	17	12	4	2	6	1	9	4	11	4	41	10	1,060
North Carolina.....								3													3
Ohio.....	6	1		27		4	14	38					1			1	2				96
Oregon.....	1			2		1		5													9
Pennsylvania.....	18	6		30		9	23	110	5	1		4	2		2	5	4		12	2	233
Rhode Island.....		1		11		1	4	10												1	29
South Carolina.....								2													2
Tennessee.....			1			2	1	4													8
Texas.....				2		3	8	1		1											19
Utah.....				3				2							1						7
Vermont.....				8				1							1	1					5
Virginia.....	1						1	12					1								16
Washington.....	1	1	1	6				10					1		1						22
West Virginia.....				1				1													2
Wisconsin.....	2	1		1			7	7		1	1				1						23
Wyoming.....				1	1		2	3													7
Total.....	90	41	6	692	10	147	249	1,043	33	27	12	12	18	1	29	17	20	8	65	25	2,545

The second part of the inspector's duties heretofore indicated, and which are more nearly allied to the Department than to the public, is set forth in Exhibits G, G 1, and G 2.

This has been designated Class C. Of this class 10,721 cases were referred for investigation. These are not properly mail depredations, nor do they grow out of the latter. They spring from the needs of the Department in seeking information for improving or extending the service in any of its branches, and from the violation of postal laws and regulations by postal officials and others. As may be inferred their performance is oftentimes a delicate task, requiring tact and judgment, else the results obtained are of little value.

I regret that more attention could not have been given to the inspection of the smaller post-offices, but with the force at my command, this has not been practicable, with due regard for the proper performance of other work. Great benefit may be derived by postmasters and post office employés, and much good may result to the service from personal visits and instruction of the authorized representatives of the Post-Office Department. Much can be learned in a few minutes' conversation that faithful study of the regulations will not show. The moral effect upon post-office officials in remote communities of a personal visit of one of your representatives can not be too highly estimated. Many of these officials have never seen such a representative, and the fact that the Department has enough interest in the office to send some one to look into it is an indication that the holding of it is not a mere perfunctory act, nor a position to be lightly esteemed. It reassures the postmaster and gives him fresh confidence in himself and increases the dignity of his position in his own opinion and in that of his neighbors, and thus indirectly augments the moralé of the service. I most respectfully ask, then, for this reason that the appropriation for the inspection service be restored to \$300,000. It is hoped that, during the year upon which we have now entered, something may be done in this direction with the increase of \$50,000 granted by Congress, but, at best, we can not hope to reach all the post-offices and inspect them even once during the time. If the money-order offices alone are critically inspected it will be as much as can be faithfully done with the available force. There were of these (July 7, 1890) 10,344; January 1, 1890, there were 60,140 post-offices of all kinds, and if only the money-order offices are inspected 49,796 offices will remain unvisited.

EXHIBIT G.—Number, nature of case, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal year ended June 30, 1890.

Class of cases.	Offices from which references were made for investigation.										Total number of each class of cases.
	Postmaster-General.	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Superintendent of the Money-order system.	General Superintendent of the Railway Mail Service.	Assistant Attorney-General Post-Office Department.	Superintendent of the Free-Delivery System.	Office of Chief Post-Office Inspector.	Auditor of the Treasury Post-Office Department.	
Responsibility of sureties.....	4,307	15	15	34	60	15	51	428	2	4,307	
Inspection of post offices.....	131	594	21	47	60	15	51	695	7	1,621	
Complaints and charges against postmasters and employes of post-offices.....	1	1	1	50	1	1	1	3	1	55	
Violation of section 259, postal laws and regulations.....	23	23	23	23	23	23	23	12	12	35	
Establishment of post-offices and stations.....	16	16	16	16	16	16	16	22	22	38	
Discontinuance of post-offices and stations.....	2	116	2	2	2	2	2	49	49	167	
Allowances for post-offices.....	12	227	12	12	12	12	12	30	30	269	
Location, change of site, etc., of post-offices.....	2	81	2	2	2	2	2	17	17	48	
Appointment of postmasters.....	3	3	3	3	3	3	3	8	8	29	
Free-delivery system.....	155	155	155	155	155	155	155	1	1	156	
Mail-messenger service.....	50	50	50	50	50	50	50	86	86	60	
Lease of post-offices.....	14	14	14	14	14	14	14	14	14	57	
Routes: Establishment, discontinuance, or change of service.....	21	21	21	21	21	21	21	7	7	42	
Routes: Charges against contractors, carriers, etc.....	27	27	27	27	27	27	27	11	11	18	
Mail-keys: Loss, etc.....	11	11	11	11	11	11	11	7	7	18	
Charges against railway post-office clerks.....	11	11	11	11	11	11	11	7	7	18	
Collection of balance due the United States.....	5	5	5	5	5	5	5	69	69	74	
Inspection of money-order business, collection of funds, forwarding statements, and instruction of postmasters.....	222	222	222	222	222	222	222	5	5	227	
Wrong payment of money-orders and postal notes.....	118	118	118	118	118	118	118	11	11	125	
Establishing and discontinuance of money-order service.....	42	42	42	42	42	42	42	12	12	54	
Section 380, and act of June 18, 1883, as amended.....	2	5	2	10	6	49	408	480	480	480	
Section 379.....	1	1	1	1	1	1	1	21	21	30	
Section 515.....	1	13	1	13	1	1	1	1	1	15	
Section 706.....	1	1	1	1	1	1	1	3	3	8	
Section 1442.....	14	14	14	14	14	14	14	3	3	3	
Section 1447.....	4	4	4	4	4	4	4	10	10	121	
Section 1448.....	5	1	5	1	5	1	5	12	12	141	
Section 1449.....	3	3	3	3	3	3	3	1	1	11	
Section 1460.....	3	4	3	4	3	6	38	815	815	368	
Section 1469.....	6	6	6	6	6	1	1	78	78	86	
Miscellaneous investigations and complaints.....	33	164	90	117	81	54	234	8	759	33	
Total.....	195	5,822	178	283	520	95	563	38	3,214	113	
										10,721	

Exhibit G 1.—Disposition, by office of Chief Post-Office Inspector, of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1890.

Number referred to and relating to office of—

Postmaster-General	215
First Assistant Postmaster-General	5,057
Second Assistant Postmaster-General	207
Third Assistant Postmaster-General	242
Superintendent Money-Order System	416
General Superintendent Railway Mail Service	63
Assistant Attorney-General	424
Superintendent Free Delivery System	61
Auditor of the Treasury for the Post-Office Department	80
Relating to office of the chief post-office inspector and filed	1,242
Reports of the inspection of post-offices referred to the several bureaus of the Department	414
Total	8,421

Exhibit G 2.—Recapitulation.

Cases (Class C) referred to inspectors for investigation during the fiscal year 1890	10,721
Cases on hand July 1, 1889, referred for investigation during previous years	7,524
Total to be accounted for	18,245
Cases referred to inspectors, reported upon, and finally closed during fiscal year 1890	8,421
Cases referred to inspectors during previous years, reported upon, and finally closed during the fiscal year 1890	7,214
Total number cases closed	15,635
Cases remaining in the hands of inspector July 1, 1890 (uninvestigated)	2,610

Exhibit H is a statement showing the treatment of cases by the office in which collection or recoveries of amounts lost was made on account of mail depredations.

EXHIBIT H.—Statement of the receipt and disbursement of moneys collected and recovered on account of losses in the mails during the fiscal year 1890.

RECEIPTS.

Balance remaining over unexpended from the fiscal year 1889. (Being moneys recovered during the previous fiscal years)	\$2,582.90
Total amount collected and recovered (and received at the Department) from July 1, 1889, to and including June 30, 1890	17,619.81
Total amount to be accounted for	20,202.71

DISBURSEMENTS.

Total amount restored to proper owners on account of reported losses:	
In 1,018 Class A cases	\$13,849.26
In 116 Class B cases	551.82
In 4 Class C cases	11.90
In 33 Class F cases	404.05
In 4 Class special cases	14.14
Total amount (no proper owners found) covered into the United States Treasury:	
In 12 Class A cases	73.97
In 4 Class B cases	7.35
In 1 Class F case	3.00
In 3 Class special cases	53.68
Total number of cases treated, 1,190.	14,969.17
Balance remaining unexpended at the ending of the fiscal year 1890	5,233.54

There were treated by inspectors during the year:

Cases of Class A, including those referred in previous years	7,344
Cases of Class B, including those referred in previous years	54,321
Cases of Class C, including those referred in previous years	15,635
Cases of Class F, including those referred in previous years	10,436
Total	87,736

The statement concerning cases of Class F includes those treated directly by office of chief inspector and not referred to inspectors for investigation. There remained on hand, awaiting treatment, June 30, 1890, of all classes of cases, 21,637.

Exhibit I is a statement showing the criminal statistics of the office for the year.

EXHIBIT I.—*fiscal year ended June 30, 1890.*

State where arrested.	STATE COURTS.						
	Offenders.			Disposition of cases.			Grand total in each State.
	Burglars.	All others.	Total.	Convicted.	Acquitted.	Awaiting trial.	
Alabama.....							20
Arizona.....							12
Arkansas.....							29
California.....							70
Colorado.....							48
Connecticut.....	2		2	1		1	2
Delaware.....							1
District of Columbia.....							6
Florida.....							20
Georgia.....	2	1	3			2	3
Idaho.....							35
Illinois.....		1	1	1			1
Indiana.....							71
Indian Territory.....							20
Iowa.....	3		3	3			3
Kansas.....	2		2	2			2
Kentucky.....	1		1	1			1
Louisiana.....							23
Maine.....							7
Maryland.....							14
Massachusetts.....	1	2	3			3	3
Michigan.....	4	2	6			6	6
Minnesota.....	2		2			2	2
Mississippi.....		1	1			1	1
Missouri.....	3	3	6			6	6
Montana.....							57
Nebraska.....							14
Nevada.....							4
New Hampshire.....	2		2			2	2
New Jersey.....							15
New Mexico.....							3
New York.....	8	5	13	2		11	13
North Carolina.....							20
North Dakota.....							3
Ohio.....	5		5			5	5
Oregon.....		3	3			3	3
Pennsylvania.....	1	1	2			2	2
Rhode Island.....							68
South Carolina.....							2
South Dakota.....							7
Tennessee.....							2
Texas.....	4	2	6		2	4	6
Utah.....							23
Vermont.....	4		4			4	4
Virginia.....	2		2	1		1	2
Washington.....	1		1		1		1
West Virginia.....							4
Wisconsin.....	1		1	1			1
Wyoming.....							16
Total.....	48	21	69	12	3	54	69
							1,014



I need hardly call attention to the great labor of inspectors in seeking information and preparing data concerning the workings of the lottery companies and in demonstrating the defects in the law existing concerning them.

It is a well known fact that the use of the mails by these nefarious enterprises has been the principal means of reaching the ignorant and gullible and in reaping from their victims a rich harvest of ill-gotten gains.

The subject-matter submitted to you in this connection has been gathered from every part of the land and practically verified by observation here in Washington, almost in the shadow of the Department building.

I feel that we can be proud of the success achieved.

I recommend that the act of June 17, 1878 (20 Statutes, 140), be so amended as to provide for the appointment by the Postmaster-General of twelve post-office inspectors at a salary of two thousand five hundred dollars per annum, instead of ten now provided for. This becomes necessary because of the recent creation of two new divisions with headquarters at Helena, Mont., and Austin, Tex.

In conclusion, I beg to call attention to the increase in the number of burglaries of post offices, which this year is 872 as against 849 last year, and beg to renew my recommendation of last year for a special appropriation of \$25,000 for the payment of rewards for the apprehension and conviction of burglars; also to include in the same appropriation provision for the payment of rewards for the apprehension and conviction of highway stage and train robbers, which are, under your order No. 237, dated June 27, 1890, now paid out of the appropriation for the salaries and expenses of inspectors of this service, and it is desired that the said appropriation be relieved to that extent.

The necessity for this appropriation is the same now as last year, as these robberies are increasing.

Very respectfully,

E. G. RATHBONE,
Chief Post-Office Inspector.

The POSTMASTER-GENERAL.



REPORT
OF THE
TOPOGRAPHER
OF THE
POST-OFFICE DEPARTMENT
FOR
1890.

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
TOPOGRAPHER'S OFFICE,
Washington, D. C., October 25, 1890.

SIR: I have the honor to submit herewith the annual report of this office for the fiscal year ended June 30, 1890.

The Topographer's Office has been occupied in the preparation and publication of the bi-monthly editions of post-route maps; in the construction of new maps to replace those requiring new compilations, and also those which, from the continuous changes and additions necessitated by the extension of the postal service, have become unserviceable; in noting upon the post-route maps, for the use of the Post-Office Department, every month, the daily establishments and changes in post-offices and changes in service; and in correcting by hand, whenever feasible, such maps of former editions remaining on hand, for the use of the postal service.

These maps, by the present method of reproduction, being issued every two months and corrected up to date, form a continuous history of the progress and changes of post routes, and are of great use in the various branches of the postal service.

MAP WORK.

1. *Construction of new maps.*—During the past fiscal year we have been enabled to complete and publish all the maps which had been allowed to remain in an unfinished state, or were in course of preparation, and also to construct and complete new sheets to replace former copies requiring new compilations.

The maps completed and published are as follows: New England (except Maine), in two-sheet form; New York, in four-sheet form; Ohio and Indiana, in two-sheet form; Texas, in two-sheet form; and Oregon and Washington, in two-sheet form; twelve sheets in all.

There are now in course of preparation: North and South Dakota, in two-sheet form; Colorado, in two-sheet form; Montana, Idaho, and Wyoming, in two-sheet form; and Utah, in one-sheet form; seven sheets in all.

Owing to the worn condition of the working surfaces of some of the lithographic base stones, in consequence of the long use and repeated corrections they have been subjected to since 1883, there remain a number of maps which should be replaced by either new lithographic or photolithographic copies. Also, those maps, hitherto regarded as pre-

liminary, should be replaced by new constructions, as they were compiled at a time when reliable and systematic surveys were wanting to constitute a basis for correct compilation.

In order to provide for the renewal of these maps in time, the services of two additional draughtsmen will be required.

The process employed in the reproduction of these maps is that of photolithography. All corrections and additions by this process, consisting of establishments and changes in post-offices, changes in their intermediate distances, frequency of star routes in colors, the railway-mail service, county and State boundaries in colors, the whole mode of supply, are shown upon the regular bi-monthly editions of the post route maps.

2. *Sub maps.*—Two drawings, showing the environs of Des Moines, Iowa, and St. Paul and Minneapolis, Minn., the territory embraced in these special drawings being overcrowded on the general edition of post-route maps, have been prepared and transferred to their respective base-stones of the general edition.

3. *Special diagrams.*—Sample diagrams of the States of New Jersey, Alabama, Georgia, Michigan, Wisconsin, Minnesota, North and South Dakota, Colorado, Indiana, Ohio, Kentucky, Tennessee, Louisiana, Kansas, Missouri, Washington, Oregon, Arkansas and Indian Territory, have been prepared for the Railway Mail Service, for the use of the employés of that service, exhibiting the railway postal lines and their connecting side mail-routes.

Twelve thousand and seven hundred sheets of these diagrams, comprising nineteen States and Territories, have been printed and furnished to the General Superintendent of the Railway Mail Service. It being found too expensive to supply the numerous employés (postal-car clerks and others) of that service with the elaborate maps of the general edition, these cheap special diagrams are made up from transfers from the base stones of the post-route maps, and designed to show only the black work of the latter maps.

4. *The preparation of the bi-monthly editions of the post-route maps of the United States.*—In the preparation and publication of the bi-monthly revised editions of the post-route maps, by means of prints from lithographic stones, the draughting force of this office has prepared for the contractors 720 correction sheets for the black work and 360 color-correction sheets for the color work. The work on these lithographic stones, during the interval between each edition, is brought up to the latest possible exhibit of the existing postal service, by means of these corrected sheets furnished the contractors.

Also three hundred and sixty sample sheets, showing the monthly changes in the postal service, have been kept up by the draughtsmen. These sample sheets are used by the lady correctors in bringing up the postal service on the published maps that may be on hand in the intervening months.

5. *Diagrams*—For the daily use of the officers and clerks of the several bureaus of the Post-Office Department, twelve complete sets of postal diagrams, comprising in all three hundred and three maps, have been brought up monthly. These diagrams graphically exhibit the mail service throughout the extent of the United States as actually in operation at the beginning of each month.

In addition to this series of diagrams there have been furnished at longer intervals than a month two hundred and seventy-five maps for the use of the Postmaster-General, Finance and Inspection Divisions, Money-Order Office, and other officers of the Department.

MISCELLANEOUS ROUTINE WORK.

(1) Thirteen thousand six hundred and twenty-six corrections and additions have been made on the post-route maps, consisting of establishments and changes in post-offices and changes in service. All of these items have been transferred to working maps, sample and correction sheets, and entered in books, classified by States, etc., for the use of the draughtsmen.

(2) Sixteen thousand one hundred and thirty sheets of post-route maps, consisting of five thousand seven hundred and eighty-nine maps of States and Territories, mostly in combined form, have been distributed during the past fiscal year. The greater part of this distribution was to postmasters, post-office inspectors, officers and clerks of the Railway Mail Service, diagrams for the use of the officers and clerks of the Post-Office Department in Washington, and other agents of the Department, the remainder being furnished on request to Senators and Members of the House of Representatives, committees of Congress, and when available to other Departments of the Government, purchasers, educational and scientific institutions.

In order that these maps may be of greatest use in the various branches of the postal service it is important that they should be mounted in suitable form. Forty-five per cent. of the maps issued have therefore been backed on muslin and mounted on rollers or bound in folio or octavo for portable use.

All requests for post-route maps received by this office, for the use of the general postal service or other applicants, have received prompt attention, and since the mounting facilities have been enlarged there has been no unnecessary delay in furnishing mounted maps.

A detailed statement of this distribution of maps during the past fiscal year is appended, with a side comparison with numbers issued for the year preceding.

The sales of post-route maps, as authorized by law, amounted, during the past fiscal year, to \$2,806.

(3) The miscellaneous correspondence comprised five thousand and seven hundred letters, written upon the various subjects pertaining to the detail of the office. The number of letters received was five thousand three hundred and ninety.

In order to locate correctly the lines of railroads one hundred and thirty-one letters of request have been addressed to engineers and other officers of the railroads, inclosing a tracing or a map of the section of country through which the road passes, to have marked thereupon, or upon a map of their own, the correct line, with intermediate distances, for transference to the maps of this Department.

Seventeen hundred and eighty-six circular queries have been sent to postmasters to obtain the precise location of their post-offices, such being necessary when the description in the papers furnished through the Appointment Office is found inadequate.

In addition to the general duties of this office, it is called upon to furnish, for other departments of the Government, certificate of distances by post-routes, required in the settlement of mileage accounts by officers of the public service. This work has, as usual, received prompt attention. During the past fiscal year one thousand two hundred and five letters have been answered, covering one thousand seven hundred and twenty-four queries. These calls, in many cases, involve references to postal records of twenty and thirty years ago. Lists of counties in the United States and lists of distances of the shortest post

routes between the larger and more important places, have been furnished for the United States Official Postal Guide.

I respectfully submit that in the appropriation bill the usual proviso be inserted that the Postmaster-General may authorize the sale of post-route maps to the public at cost, the proceeds to be used as a further appropriation for the preparation and publication of post-route maps.

I take pleasure in testifying to the general faithful and efficient work of the employes of this office.

A condensed statement of the work performed in the Topographer's Office for the fiscal year ending June 30, 1890, is herewith added.

Very respectfully,

C. ROESER, JR.,

Topographer, Post-Office Department.

HON. JOHN WANAMAKER,

Postmaster-General, Post-Office Department.

Detailed statement of post-route maps issued during the fiscal year ending June 30, 1890.

To whom furnished.	No. of maps issued during the fiscal year ending—	
	June 30, 1890.	June 30, 1889.
Postmasters	640	632
Post-office inspectors	149	125
The railway mail service (besides diagrams)	2,383	2,027
Post-Office Department (officers and clerks)	775	471
Miscellaneous (including Senators and Members of the House of Representatives, committees of Congress, officers of other Government Departments, educational and scientific institutions, and maps sold to private parties)	1,843	1,316
Total	*5,789	†4,571

* Maps issued during 1890 = 16,130 sheets.

† Maps issued during 1889 = 12,256 sheets.

Condensed statement of work performed in the Topographer's Office during the fiscal year ending June 30, 1890.

Construction of new maps in sheets	12
Sub-maps	2
Special sample diagrams for Railway Mail Service	19
Correction, color correction, and sample sheets	1,440
Diagrams "kept up" monthly for Post-Office Department	303
Diagrams furnished at longer intervals than a month	275
Corrections and additions to post-route maps	13,626
Letters received	5,390
Letters written	5,700
Railroad letters and tracings sent out	131
Certificate of distances furnished	1,206
Circular queries to postmasters	1,786

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDED JUNE 30, 1890.



REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 22, 1890.

SIR: I have the honor to submit the following report of the work of this Bureau for the fiscal year ended June 30, 1890:

APPOINTMENT DIVISION.

Post-offices established and discontinued, postmasters appointed, and the increase or decrease as compared with the previous year.

Post-offices.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.
Post-offices established during the year.....	2,770	4,427	1,657	.....
Post-offices discontinued during the year.....	1,147	1,025	.....	122
Net increase over previous year.....	1,623	3,402	1,779	.....
Whole number of post-offices.....	58,909	62,401	3,492	.....
Number of presidential.....	2,684	2,738	54	.....
Number of fourth-class.....	56,915	59,663	3,348	.....

Appointments during the year.

Appointments.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.
On resignations and expirations of term.....	8,553	8,919	366	.....
On removals.....	7,853	6,569	.....	1,284
On offices becoming presidential.....	301	134	.....	167
On deaths of postmasters.....	553	673	120	.....
On establishment of post-offices.....	2,770	4,427	1,657	.....
Total.....	20,030	20,722	2,143	1,451

Total appointments during the year.....	20,722
Total offices discontinued.....	1,025
Number of names and sites changed.....	1,581
Total cases acted upon.....	23,328

The number of new offices established and the increase in the number of post-offices, arranged by sections, States and Territories, were as follows :

States and Territories.	Estab- lished.	Increase.
<i>New England States.</i>		
Maine.....	63	28
New Hampshire.....	14	7
Vermont.....	23	11
Massachusetts.....	27	16
Rhode Island.....	10	9
Connecticut.....	20	11
Total.....	157	82
<i>Middle States and District of Columbia.</i>		
New York.....	123	69
New Jersey.....	39	24
Delaware.....	13	8
Maryland.....	68	40
Pennsylvania.....	315	215
District of Columbia.....	3	.....
Total.....	571	376
<i>States and Territories on Pacific Slope.</i>		
Oregon.....	114	60
California.....	162	72
Nevada.....	24	11
Washington.....	167	125
Arizona.....	17	10
Alaska.....	3	2
Total.....	487	280
<i>Southern States and Indian Territory.</i>		
Virginia.....	241	185
West Virginia.....	180	128
North Carolina.....	252	169
South Carolina.....	110	59
Georgia.....	264	133
Florida.....	117	54
Alabama.....	246	175
Mississippi.....	153	94
Louisiana.....	97	58
Texas.....	225	142
Arkansas.....	182	84
Missouri.....	202	134
Tennessee.....	224	155
Kentucky.....	238	173
Indian Territory.....	148	102
Total.....	2,909	1,815
<i>States and Territories of the West and Northwest.</i>		
Ohio.....	160	117
Indiana.....	96	63
Michigan.....	110	68
Illinois.....	98	49
Wisconsin.....	112	83
Iowa.....	102	45
Minnesota.....	103	52
Kansas.....	88	23
Nebraska.....	79	37
Colorado.....	120	67
Dakota (North and South included).....	117	87
New Mexico.....	36	28
Montana.....	79	46
Wyoming.....	55	42
Idaho.....	46	33
Utah.....	23	9
Total.....	1,436	849

The greatest increase in the number of post offices in any of the States for the year was 215 in Pennsylvania. In Alabama the increase in number was 175; Kentucky, 173; Virginia, 133; North Carolina, 159; Tennessee, 155, and Texas, 142. The largest increase for the previous year was 121 in Pennsylvania. There was no decrease in any of the States or Territories in the number of offices.

In each of eleven of the States there were upwards of two thousand offices in operation on June 30. The following are the States and the whole number of offices:

Pennsylvania	4,570
New York	3,406
Ohio	3,073
Virginia	2,706
North Carolina	2,511
Illinois	2,401
Missouri	2,339
Tennessee	2,273
Texas	2,248
Kentucky	2,214
Indiana	2,056

In only nine of the States are there one hundred or more Presidential offices. Those are as follows:

New York	240
Pennsylvania	200
Illinois	196
Ohio	154
Massachusetts	144
Michigan	137
Iowa	136
Kansas	129
Indiana	100

The following tables, A, B, C, and D, are given for general information :

TABLE A.—Operations of the Appointment Division for the fiscal year ended June 30, 1890.

States and Territories.	Post-offices.				Fourth-class post-masters.			Presidential cases.					Total cases.
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removed.	Deceased.	Offices become Presidential.	
Alabama	197	22	51	20	206	90	20	1	8	4		2	601
Alaska	3	1	2		4	1							11
Arizona	17	7	4	8	29	15	1	2	1	1			77
Arkansas	141	57	85	60	214	131	28	2	2	9			668
California	115	43	20	11	191	116	12	8	20	10		1	551
Colorado	95	28	20	12	157	49	11	7	7	6		4	390
Connecticut	13	3	4	1	37	54	5	1	21	1			138
Dakota (to November 2, 1889)	22	2	7	3	47	21	4			3			106
Delaware	10	2			9	18	1		3	1			44
District of Columbia	1	1	1		1	1							5
Florida	92	38	17	8	149	69	15	1	9	1		1	393
Georgia	196	63	63	23	243	91	25	1	10	4		1	697
Idaho	40	7	11	5	47	10	2	2		1			121
Illinois	67	18	26	8	269	209	18	12	39	49	2	8	717
Indiana	79	16	11	3	261	276	15	15	16	31		3	722
Indian Territory	122	20	22	11	61	14	8						245
Iowa	76	81	18	10	226	222	15	22	21	1	2	2	653
Kansas	70	47	85	42	354	165	14	32	19	34	2	5	827
Kentucky	109	26	64	17	370	192	25	2	16	8		2	894
Louisiana	73	15	5		99	14			5	5		2	287
Maine	39	11	9	2	103	123	11	1	8	8		3	321
Maryland	52	12	15	4	91	101	23	1	7	3		2	307
Massachusetts	20	4	8	1	45	49	8	3	43	11		4	191
Michigan	89	21	50	19	264	224	9	16	21	31	3	6	734
Minnesota	75	23	43	24	151	106	8	6	11	11		1	425
Mississippi	124	30	30	14	168	87	17	1	6	9	2	3	477
Missouri	170	36	70	20	413	250	24	19	20	21	2	6	1,034
Montana	65	19	15	13	81	16	1	3	2	2		2	206
Nebraska	71	34	57	25	203	110	6	22	11	13	1	2	530
Nevada	13	2			11	3			1	5	1	1	38
New Hampshire	9	2	7		24	80	7	8	8	10		3	163
New Jersey	80	6	15	1	58	90	13	2	21	7	8	1	246
New Mexico	83	5	9	5	55	17		2	2	2			125
New York	101	14	30	5	241	373	40	14	42	48	8	9	913
North Carolina	203	42	92	26	224	164	24	1		14		1	767
Ohio	137	20	29	8	340	581	28	12	42	23		7	1,169
Oregon	83	23	19	8	130	18	9	5	4	1	1	3	286
Pennsylvania	250	35	44	5	417	447	31	8	52	35	1	8	1,328
Rhode Island	9		1		13	18			1	1		1	43
South Carolina	91	32	15	5	113	80	12		5	8		1	352
Tennessee	178	23	92	34	328	168	28	2	9	11		3	842
Texas	208	66	62	40	461	167	29	5	18	26	8	6	1,050
Utah	13	4	7	5	25	6	8		1	2			61
Vermont	14	3	2		45	80	8	4	5	2	1	2	166
Virginia	202	37	141	66	366	472	43	1	8	14		3	1,287
Washington	132	7	43	25	125	31	2	5	1	2		8	356
West Virginia	160	32	53	9	220	131	13		6	4		2	611
Wisconsin	100	17	43	14	172	181	11	8	27	18	3	4	564
Wyoming	45	3	12	10	50	9	2	1	2	1			125
North Dakota, from November 3, 1889	36	7	30	25	76	32	2	1	5	8			192
South Dakota, from November 3, 1889	47	9	31	23	79	51	4	5	5	10			241
Total	4,427	1,025	1,581	(666)	8,086	6,012	642	253	580	557	81	134	23,328

TABLE B.—*Presidential post-offices in each State and Territory on June 30, 1889, and June 30, 1890, with the increase and decrease; also the number of offices of each class and the total number of offices in the United States on that date.*

States and Territories.	June 30, 1889.	June 30, 1890.	Increase.	Decrease.	First class.	Second class.	Third class.	Fourth class.	Total, June 30, 1890.
Alabama.....	26	27	1		2	4	21	1,866	1,893
Alaska.....								17	17
Arizona.....	5	5				1	4	165	170
Arkansas.....	24	25	1		1	3	21	1,452	1,477
California.....	83	85	2		5	15	65	1,270	1,355
Colorado.....	39	40	1		1	6	33	636	676
Connecticut.....	62	58		4	3	15	40	437	495
Dakota.....	51	50		1		8	42	1,117	1,167
Delaware.....	8	8			1		7	149	157
District of Columbia.....	1	1			1			12	13
Florida.....	19	18		1		5	13	817	835
Georgia.....	32	32			3	5	24	1,846	1,878
Idaho.....	6	7	1				7	253	260
Illinois.....	191	196	5		4	34	158	2,205	2,401
Indiana.....	98	100	2		4	21	75	1,956	2,056
Indian Territory.....	1	3	2				3	344	347
Iowa.....	136	136			6	18	112	1,645	1,781
Kansas.....	137	129		8	2	17	110	1,709	1,838
Kentucky.....	43	45	2		1	9	35	2,169	2,214
Louisiana.....	14	15	1		1	2	12	831	846
Maine.....	44	45	1		3	7	35	1,049	1,094
Maryland.....	22	22			1	3	18	1,029	1,051
Massachusetts.....	142	144	2		6	39	99	711	855
Michigan.....	137	137			4	26	107	1,720	1,857
Minnesota.....	59	58		1	3	8	47	1,214	1,272
Mississippi.....	27	30	3			5	25	1,248	1,278
Missouri.....	85	92	7		8	10	79	2,297	2,389
Montana.....	18	18				2	16	330	348
Nebraska.....	80	81	1		2	7	72	1,026	1,107
Nevada.....	8	7		1		2	5	141	148
New Hampshire.....	26	27	1			6	31	496	533
New Jersey.....	74	74			4	20	50	757	831
New Mexico.....	9	10	1			2	8	246	256
New York.....	236	240	4		11	61	169	3,166	3,406
North Carolina.....	28	28				7	21	2,483	2,511
Ohio.....	154	154			7	45	102	2,919	3,073
Oregon.....	15	18	3		1	2	15	635	653
Pennsylvania.....	192	200	8		7	41	152	4,370	4,570
Rhode Island.....	12	13	1		1	5	7	125	138
South Carolina.....	31	22		9	1	2	19	1,074	1,096
Tennessee.....	82	35		47	4	2	29	2,236	2,273
Texas.....	78	81	3		3	11	67	2,167	2,248
Utah.....	5	5			1	1	3	248	253
Vermont.....	28	29	1			8	21	505	534
Virginia.....	42	41		1	2	7	32	2,065	2,706
Washington.....	13	21	8		1	3	17	581	602
West Virginia.....	17	19	2		1	2	16	1,558	1,577
Wisconsin.....	87	90	3		1	18	71	1,550	1,640
Wyoming.....	7	7				2	5	219	226
Total.....	2,684	2,738	71	17	102	517	2,119	56,663	62,401

NOTE.—In the above table, North and South Dakota are counted as Dakota. North Dakota had on June 30, 1890, 18 Presidential and 475 fourth-class offices, and South Dakota 32 Presidential and 642 fourth-class offices.

TABLE C.—Operations of the appointment division of the office of the First Assistant Postmaster-General, as to fourth-class offices, for the year ended June 30, 1890, also post-offices in each State and Territory on June 30, with the increase over the corresponding number on June 30, 1889.

States and Territories.	Post-offices.				Fourth-class post-masters.			Total cases.	Total post-offices June 30, 1890.	Increase over 1889.
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.			
Alabama	197	22	51	20	206	90	20	586	1,893	175
Alaska	3	1	2	.....	4	1	11	11	17	2
Arizona	17	7	4	.....	29	15	1	73	170	10
Arkansas	141	57	85	60	214	131	26	654	1,477	84
California	115	43	20	11	191	116	12	497	1,355	72
Colorado	95	28	26	1	157	49	11	306	676	67
Connecticut	13	2	4	1	37	54	5	115	495	11
Dakota (to Nov. 2, 1889) ..	22	2	7	3	47	21	4	103	.....	.....
Delaware	10	2	.....	.....	9	18	1	40	157	8
District of Columbia	1	1	1	.....	1	1	.....	5	13	.....
Florida	92	38	17	3	149	69	15	380	835	54
Georgia	196	63	63	23	243	91	25	681	1,878	133
Idaho	40	7	11	5	47	10	2	117	260	33
Illinois	67	18	26	3	269	209	18	697	2,401	49
Indiana	79	16	11	3	281	278	15	654	2,056	63
Indian Territory	122	20	22	11	61	14	3	242	347	102
Iowa	76	31	18	10	236	222	15	588	1,781	45
Kansas	70	47	85	42	354	165	14	735	1,838	23
Kentucky	190	26	54	17	370	192	25	868	2,214	173
Louisiana	73	15	5	.....	90	39	14	245	846	58
Maine	39	11	9	2	103	128	11	301	1,094	28
Maryland	52	12	15	4	91	101	23	204	1,051	40
Massachusetts	20	4	3	1	45	49	8	129	855	16
Michigan	89	21	50	19	284	224	9	657	1,857	68
Minnesota	75	23	43	24	151	106	8	406	1,272	52
Mississippi	124	30	30	14	168	87	17	456	1,278	94
Missouri	170	36	70	20	413	269	24	972	2,389	134
Montana	65	19	15	13	81	16	1	197	348	46
Nebraska	71	34	57	25	203	110	6	481	1,107	37
Nevada	13	2	.....	.....	11	3	1	30	148	11
New Hampshire	9	2	7	.....	34	80	7	139	533	7
New Jersey	30	6	15	1	58	90	13	212	831	24
New Mexico	33	5	9	5	55	17	.....	119	256	28
New York	101	12	30	5	241	373	40	797	3,406	89
North Carolina	203	44	92	26	224	104	24	751	2,511	159
North Dakota (from November 3, 1889)	36	7	30	25	76	32	2	183	493	.....
Ohio	137	20	29	8	340	531	26	1,085	3,073	117
Oklahoma (included in Indian Territory) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oregon	88	23	19	8	130	18	9	282	653	60
Pennsylvania	250	35	44	5	417	447	31	1,224	4,570	215
Rhode Island	9	.....	1	.....	13	18	.....	41	138	9
South Carolina	91	32	15	5	113	80	12	343	1,096	59
South Dakota (from November 3, 1889)	47	9	31	23	79	51	4	221	674	.....
Tennessee	178	23	92	34	328	168	28	817	2,273	155
Texas	208	66	63	40	461	167	28	992	2,248	142
Utah	13	4	7	5	25	6	3	56	253	9
Vermont	14	3	2	.....	45	80	8	152	534	11
Virginia	202	37	141	69	366	472	43	1,261	2,706	166
Washington	132	7	43	25	125	81	2	340	602	125
West Virginia	160	32	53	9	230	131	13	619	1,577	128
Wisconsin	100	17	43	14	172	181	11	524	1,640	83
Wyoming	45	3	12	10	50	9	2	121	226	42
[Dakota] .....	.....	.....	.....	.....	.....	.....	.....	.....	[1,167]	87
Total	4,427	1,025	1,581	666	8,086	6,012	642	21,773	62,401	3,402

TABLE D.—*Appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices during the fiscal year ended June 30, 1890.*

States and Territories.	Resigned.	Commissions expired.	Removal.	Deceased.	Offices become Presidential.	Total number of cases.
Alabama.....	1	8	4		2	15
Alaska.....						
Arizona.....	2	1	1			4
Arkansas.....	2	2	9		1	14
California.....	8	20	19		7	54
Colorado.....	7	7	6		4	24
Connecticut.....	1	21	1			23
Dakota (to November 2, 1889).....		3				3
Delaware.....		3	1			4
District of Columbia.....						
Florida.....	1	1	9	1	1	13
Georgia.....	1	10	4		1	16
Idaho.....	2		1		1	4
Illinois.....	12	39	49	2	8	110
Indiana.....	15	16	81		3	65
Indian Territory.....					3	3
Iowa.....	22	19	21	1	2	65
Kansas.....	32	19	34	2	5	92
Kentucky.....	2	16	8		2	28
Louisiana.....		5	5		2	12
Maine.....	1	8	8		3	20
Maryland.....	1	7	3		2	13
Massachusetts.....	3	43	11	1	4	62
Michigan.....	16	21	31	8	6	77
Minnesota.....	6	11	11		1	29
Mississippi.....	1	6	9	2	3	21
Missouri.....	13	20	21	2	6	62
Montana.....	3	2	2		2	9
Nebraska.....	22	11	13	1	2	49
Nevada.....	1	6	1	1	1	8
New Hampshire.....	3	8	10		3	24
New Jersey.....	2	21	7	3	1	34
New Mexico.....	2	2	2			6
New York.....	14	42	48	3	9	116
North Carolina.....	1		14		1	16
North Dakota (from November 3, 1889).....	1	5	3			9
Ohio.....	12	42	23		7	84
Oklahoma.....						
Oregon.....	5	4	1	1	3	14
Pennsylvania.....	8	52	35	1	8	104
Rhode Island.....			1		1	2
South Carolina.....		5	3		1	9
South Dakota (from November 3, 1889).....	5	5	10			20
Tennessee.....	2	9	11		3	25
Texas.....	5	18	26	3	6	58
Utah.....	1		2			3
Vermont.....	4	5	2	1	2	14
Virginia.....	1	8	14		3	26
Washington.....	5	1	2		8	16
West Virginia.....		6	4		2	12
Wisconsin.....	8	27	18	3	4	60
Wyoming.....	1	2	1			4
Total.....	253	580	557	31	134	1,565

DIVISION OF SALARIES AND ALLOWANCES.

DUTIES ASSIGNED TO THE SALARY AND ALLOWANCE DIVISION.

The most important duties are the adjustment of salaries of Presidential postmasters, or postmasters of the first, second, and third classes; consideration of applications for clerk-hire, rent, fuel, light, furniture, miscellaneous and incidental expenses for first and second class post-offices, and rent, fuel, and light for third-class offices; examination of the quarterly returns, or accounts of postmasters at offices of the first and second classes, before finally passed by the Auditor of the Treasury for the Post-Office Department; the regulation of the salaries and duties of employes necessary for the proper transaction of the postal

business in the first and second class post-offices; the supervision and regulation of the box-rent rates and deposit for keys for lock-boxes, and the large and constantly increasing correspondence relative to the subject-matters stated.

Additional duties have been imposed upon the salary and allowance division by the act of Congress which provides that clerks doing money-order business at offices of the first and second classes shall be compensated from the allowance for clerk-hire. The apportionment for salaries of money-order clerks at first and second class offices is now made through the salary and allowance division, and the commissions accruing on money-order accounts are returned under existing law as a part of the revenue of the Department.

The act of Congress approved March 3, 1883, which requires an *annual* adjustment of the salaries of Presidential postmasters, to take effect at the beginning of each fiscal year (July 1), instead of the biennial adjustment as heretofore authorized, also largely increases the work of this division. The *seventh annual* adjustment of the salaries of Presidential postmasters was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1890. The recent law providing for allowances for rent, fuel, and light for third-class post-offices, or offices whereat the salaries of postmasters are fixed from \$1,000 to \$1,900 per annum, has also greatly increased the work of the division. By the adjustment of the salaries of Presidential postmasters, which took effect July 1, 1890, 2,147 offices were assigned to the third class, being an increase of 114 offices as compared with the number of third-class offices July 1, 1889.

Additional duties of an important character have been assigned to this division on account of the act of Congress approved March 2, 1889, relative to the classification and the fixing of the salaries of clerks attached to first and second class post-offices; and, also, by the act of Congress approved October 1, 1890, relative to leaves of absence of not exceeding fifteen days in any one fiscal year, with full pay, for clerks and employés attached to first and second class post-offices.

The various operations of the Salary and Allowance Division during the past fiscal year are concisely stated in the following tabulated statement:

Operations of the Salary and Allowance Division for the fiscal year ended June 30, 1890.

Items.	Fiscal year 1889-'90.	
	Total number.	Aggregate of allowances.
Letters received	34, 268	.....
Letters written	44, 210	.....
Circular letters sent out	20, 814	.....
Allowances for clerk-hire made	7, 682	.....
Total allowed for clerks in post-office .....	.....	\$6,550,000.00
Allowances for clerk-hire declined	2, 895	.....
Allowances for rent, fuel, and light made	12, 591	.....
Total amount allowed for rent, fuel, and light .....	.....	1, 034, 596
Allowances for rent, fuel, and light declined	1, 503	.....
Allowances for miscellaneous items made	13, 045	.....
Total allowed for miscellaneous items .....	.....	110, 000. 00
Allowances for miscellaneous items declined	8, 022	.....
Allowances for furniture made	1, 027	.....
Total allowed for furniture. (See amount miscellaneous.) .....	.....	.....
Allowances for furniture declined	1, 074	.....
Allowances for advertising made	825	13, 371. 78
Total allowed for advertising .....	.....	.....
Allowances for advertising declined	474	.....

Operations of the Salary and Allowance Division for the fiscal year, etc.—Continued.

Items.	Fiscal year 1889-'90.	
	Total number.	Aggregate of allowances.
Cases sent to Chief Post-Office Inspector for information.....	493	.....
Fourth-class post-offices reported by the Auditor when the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions.....	118	.....
Fourth-class offices assigned to the Presidential class.....	118	.....
Aggregate required to pay the salaries of postmasters at the above Presidential offices (118) for one year.....		\$131, 700
Special adjustments of postmasters' salaries.....	118	.....
Aggregate sum required to pay the above increased salaries for one year.....		131, 700
Postmasters' salaries reduced and discontinued.....	1	.....
Aggregate amount saved by salaries reduced and discontinued, as above.....		1, 500
Total salaries of postmasters adjusted during the year.....	2, 888	.....
Aggregate salaries involved in the adjustments (2,888), as above.....		4, 785, 800
First-class post-offices (salary of postmaster \$3,000 to \$6,000 a year).....	116	.....
Second-class post-offices (salary of postmaster \$2,000 to \$2,900 a year).....	550	.....
Third-class post-offices (salary of postmaster \$1,000 to \$1,900 a year).....	2, 066	.....
Total Presidential post-offices July 1, 1890.....	2, 732	.....
Total required for salaries of Presidential postmasters, as above (2,732), for one year.....		4, 613, 500
Allowance for clerk hire reduced and discontinued.....	47	.....
Amount saved by clerk hire reduced and discontinued.....		21, 850
Allowances for rent, fuel, and light reduced and discontinued.....	185	.....
Amount saved by rent, fuel, and light reduced and discontinued.....		31, 952
Employees (average).....	10.9	.....
Employees, review of postmasters' salaries (average).....	1.5	.....

The letters received during the fiscal year ended June 30, 1890, numbered 34,268, being an increase of 942, as compared with 1889. In addition to the letters received, copies of the quarterly returns of the Presidential offices for the four quarters ended March 31, 1890, numbering 11,080, were received and considered, as well as the rosters of clerks and employés attached to the 102 first-class and 519 second-class offices and the stations connected therewith. Forty-four thousand two hundred and ten letters were written, being an increase of 3,709, or 9.2 per cent., as compared with 1889. Twenty thousand three hundred and fourteen circular letters were sent out, being an increase of 2,329, as compared with 1889. Seven thousand six hundred and eighty-two allowances for clerk-hire were made, being an increase of 1,023, or 15.4 per cent., as compared with 1889. Two thousand eight hundred and ninety-five applications for clerk-hire were declined. Twelve thousand five hundred and ninety-one allowances for rent, fuel, and light for first, second, and third-class post-offices were made, being an increase of 5,189, or 70.1 per cent., as compared with 1889. This increase was occasioned by the general revision of the allowances for these items for the offices stated. One thousand five hundred and three allowances for rent, fuel, and light were declined, being an increase of 311, as compared with 1889. Quite a number of these applications were declined, for the reason that, under existing law, the maximum amount which could be approved for rent for an office of the third-class was \$400, and the maximum sum which could be approved for fuel and light was \$60.

The requests for allowances in excess of the amounts stated could not be approved under the law. Thirteen thousand and forty-five allowances for miscellaneous and incidental items were made, being an increase of 2,977, or 29.6 per cent., as compared with 1889. Three thousand and twenty-two allowances for miscellaneous items were declined, being an increase of 376, as compared with 1889. One thousand and twenty-seven allowances for furniture were made, being an increase of

247, or 31.7 per cent. as compared with 1889. Three hundred and twenty-five allowances for advertising were made, being an increase of 75 as compared with 1889. Four hundred and seventy-four allowances for advertising were declined, being an increase of 142 as compared with 1889. One hundred and eighteen post-offices of the fourth class were reported by the Auditor whereat the annual compensation of the postmaster amounted to \$1,000 for the four quarters, exclusive of money-order commission. Of this number 118 offices were assigned to the third class; the aggregate of salaries of postmasters thereat making a total of \$131,700. The total number of salaries of Presidential postmasters adjusted during the year amounted to 2,888, and the aggregate amount involved for salaries in all adjustments amounted to \$4,785,800. Forty-seven allowances for clerk-hire were reduced or discontinued, making a saving of 21,850; and 185 allowances for rent, fuel, and light were reduced or discontinued, involving a saving of \$31,952.

A tabulated statement is herewith respectfully submitted, showing the operation of the salary and allowance division for the fiscal years 1880 to and including 1890, with an increase of the work since 1880.

Operations of the Salary and Allowance Division.

Items.	Fiscal year ended June 30—											Increase 1890 over 1880.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	
Letters received.....	4,898	4,255	8,806	10,520	17,837	21,873	24,031	29,834	31,456	33,326	34,268	29,370
Letters answered.....	5,160	4,751	7,398	10,002	21,393	28,332	30,105	35,568	37,441	40,501	44,210	39,050
Circular letters sent out.....			13,503	14,483	21,228	24,944	15,086	25,314	28,019	17,985	20,314	20,314
Allowances for clerk-hire made.....	1,836	1,694	2,280	2,758	3,917	3,352	2,412	4,737	5,477	6,659	7,682	6,346
Allowances for clerk-hire declined.....	1,929	1,603	1,694	2,604	1,319	1,688	1,727	2,455	2,148	2,316	2,895	966
Allowances for rent, fuel, and light made.....	392	379	499	2,461	2,518	1,690	1,353	1,359	2,142	7,402	12,591	12,190
Allowances for rent, fuel, and light declined.....	223	144	171	622	967	507	668	683	787	1,192	1,503	1,280
Allowances for miscellaneous items made.....	484	703	3,177	4,970	4,551	4,709	4,983	6,726	8,125	10,068	13,045	12,561
Allowances for miscellaneous items declined.....	96	534	856	2,501	1,613	1,356	2,130	3,131	2,788	2,646	3,022	2,926
Allowances for furniture made.....	166	117	258	543	647	578	523	654	748	780	1,027	861
Allowances for furniture declined.....	596	337	244	915	779	595	720	907	919	1,002	1,074	478
Allowances for stationery made.....	615	635	2,628	3,239	(¹)							
Allowances for stationery declined.....	19	19	918	1,128	207	50	*28					
Allowances for advertising made.....				21	368	218	232	240	207	226	250	325
Allowances for advertising declined.....				39	120	116	130	214	243	342	332	474
Cases referred to the Chief Post-Office Inspector.....	48	84	189	368	283	89	278	426	450	516	493	445
Special adjustments postmasters' salaries.....		251	238	349	328				201	199	118	118
Biennial adjustments postmasters' salaries.....	1,764		2,012		4,875							
Fourth class post-offices reported by the Auditor, where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions.....	117	152	192	298	228	44	57	118	210	281	118	1
Presidential offices relegated to fourth class.....			9	15	97	134	45	22	28	46	37	37
Fourth class offices assigned to third class.....	99	113	145	174	248	44	57	118	197	198	118	19
Lease cases prepared.....			33	176	37	(³)						
Leases in operation.....			313	228	298	(²)						

¹ Transferred to divisions of post-offices up-
plies.

² Relates to stationery, fiscal year ended June
30, 1883.

³ Transferred to law and lease clerk.

Operations of the Salary and Allowance Division—Continued.

Items.	Fiscal year ended June 30—											Increase 1890 over 1889.
	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	
Cases of all kinds made special		117	787	378	194	181						
Discontinued rent, fuel, and light			5	22	217	110	107	76	107	104	185	185
Discontinued clerk-hire.			17	217	92	720	122	1,107	552	103	47	47
Presidential post-offices	1,764	1,863	2,003	2,176	2,323	2,233	2,244	2,336	2,502	2,662	2,732	908
Claims for re-adjustment of postmasters' salaries under act of March 3, 1883.				6,537	26,892	16,521	11,897	11,189				
Railway mail allowances made		474										
Employees (average)	3	3	4	5	7	15	13	17.6	15.6	10.5	10.9	

* Transferred to office of Second Assistant Postmaster-General.

* 8+ employees on review of postmasters' salaries (1885 and 1886).

* 11+ employees on review of postmasters' salaries (1887).

* 9+ employees on review of postmasters' salaries (1888).

* 1+ employees on review of postmasters' salaries (1889).

* 1.5 employees on review of postmasters' salaries (1890).

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

Under the act of Congress approved March 3, 1883, annual adjustments of salaries of Presidential postmasters are now made instead of biennial adjustments, as heretofore authorized. In compliance with this law, the seventh annual adjustment of the salaries of Presidential postmasters, or postmasters at first, second, and third class post offices, was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1890, to take effect July 1, 1890. This adjustment was made upon the basis of the adjustment for one year, or four quarters, at the two-cent, or reduced rate of letter postage. The salaries of 2,770 postmasters were reviewed. The result of the adjustment was an assignment of 116 offices to the first class, 550 to the second class, and 2,066 to the third class. This was a net increase of 14 first-class offices, 33 second-class offices, and 33 third class offices, from July 1, 1890, as contrasted with the same items for the previous year. Under the operation of the act of March 3, 1883, 10 offices were assigned from the fourth to the third class, October 1, 1889; 43 offices January 1, 1890; 33 offices April 1, 1890, and 32 offices July 1, 1890, making a total of 118 additional third-class offices.

Thirty-seven offices (all third-class) were relegated to the fourth class July 1, 1890, making the total number of Presidential offices July 1, 1890, 2,732, an increase of 80 offices, as compared with the same item July 1, 1889.

The aggregate amount required to pay the salaries of Presidential postmasters from July 1, 1890, is \$4,613,500, an increase of \$184,400, or 4.2 per cent. as compared with the same item July 1, 1889. The grand total of gross receipts which accrued at Presidential offices for the four quarters ended March 31, 1890, amounted to \$45,429,361.74, being an increase of \$3,675,283, or 8.8 per cent. as contrasted with the receipts as shown by the adjustment which took effect July 1, 1889. The aggregate of salaries of Presidential postmasters will absorb 10.16 per cent. of the revenue of Presidential offices, being 0.45 per cent less than the percentage shown by the review of 1889. The grand total of gross receipts which accrued at these offices for the four quarters ended March

31, 1890, is 76.32 per cent. of the revenue of the Department for the same period.

The classification of Presidential post-offices, made in accordance with the requirements of the act of Congress, approved March 3, 1883, in effect July 1, 1890, is concisely stated as follows:

First class:			
Total, June 30, 1890		102	
Relegated to second class, July 1, 1890	2		
Second class advanced to first class, July 1, 1890	16		
Net increase, July 1, 1890		14	14
Total first-class, July 1, 1890		116	116
Second class:			
Total, June 30, 1890		517	
Second advanced to first class, July 1, 1890	16		
Second relegated to third class, July 1, 1890	8		
First relegated to second class, July 1, 1890	2		
Third advanced to second class, July 1, 1890	53		
Fourth advanced to second class, July 1, 1890	2		
Net increase, second class, July 1, 1890		33	33
Total second class, July 1, 1890		550	550
Third class:			
Total, June 30, 1890		2,119	
Third advanced to second class, July 1, 1890	53		
Fourth advanced to second class, July 1, 1890	2		
Third relegated to fourth class, July 1, 1890	37		
Third discontinued July 1, 1890	1		
Second relegated to third class, July 1, 1890	8		
Fourth advanced to third class, July 1, 1890	30		
Net decrease third class, July 1, 1890		53	53
Total third-class, July 1, 1890		2,066	2,066
Grand total Presidential post-offices (first, second, and third classes), July 1, 1890			2,732

The number of offices, aggregate of salaries of Presidential postmasters' salaries, and aggregate gross receipts, arranged by classes, in effect July 1, 1890, is shown as follows:

Class.	Number of offices.	Aggregate salaries of postmasters.	Aggregate gross receipts, four quarters ended March 31, 1890.
First	116	\$409,100	\$29,509,937.46
Second	550	1,286,700	8,285,100.45
Third	2,066	2,917,700	7,634,328.83
Total	2,732	4,613,500	45,429,261.74

The several adjustments of salaries of Presidential postmasters, made in accordance with the requirements of the act of March 3, 1883, which took effect October 1, 1883; July 1, 1884; July 1, 1885; July 1, 1886; July 1, 1887; July 1, 1888; July 1, 1889; July 1, 1890, are shown in the following tabulated statement:

Date.	Number of Presidential post-offices.	Aggregate salaries of Presidential postmasters.	Average salary of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent. of aggregate receipts absorbed for postmasters' salaries.	Per cent. of entire revenue of Department which accrued at Presidential offices.
October 1, 1883	2, 195	\$3, 707, 500	\$1, 689	\$33, 535, 253. 95	11. 06	74. 28
July 1, 1884	2, 323	3, 828, 700	1, 648	33, 031, 697. 33	11. 59	74. 80
July 1, 1885	2, 233	3, 630, 600	1, 625	31, 792, 220. 55	11. 42	75. 36
July 1, 1886	2, 244	3, 685, 500	1, 642	32, 491, 561. 58	11. 34	74. 07
July 1, 1887	2, 336	3, 890, 300	1, 661	35, 176, 161. 67	11. 03	74. 84
July 1, 1888	2, 502	4, 202, 800	1, 680	38, 498, 987. 86	10. 92	74. 09
July 1, 1889	2, 652	4, 429, 100	1, 670	41, 754, 078. 41	10. 61	75. 42
July 1, 1890	2, 732	4, 613, 500	1, 689	45, 429, 361. 74	10. 16	76. 32

A summary of the adjustments of salaries of Presidential postmasters, July 1, 1889, and July 1, 1890, showing in detail the net increase of salaries of said postmasters, is shown in the following tabulated statement:

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1889	2, 652	\$4, 429, 100	.....
July 1, 1890	2, 732	4, 613, 500	.....
Total increase (or gain)	80	184, 400	\$184, 400
This increase is shown in detail as follows:			
Total number of first, second and third class post-offices, whereat increases were made July 1, 1890	993	123, 500	
New offices during fiscal year:			
October 1, 1889	10	11, 300	
January 1, 1890	43	47, 000	
April 1, 1890	38	85, 000	
July 1, 1890	22	37, 800	
Total		131, 700	
Grand total of increase		255, 200	
REDUCTIONS.			
Relegated to fourth class, July 1, 1890	37	39, 100	
By reductions at 241 Presidential offices		30, 200	
By Presidential offices discontinued			
University of Virginia, July 1, 1890		1, 500	
Total		70, 800	
By balance, net increase of salaries July 1, 1890		184, 400	184, 400
Total		255, 200	

A tabulated statement, showing the number of Presidential offices, the aggregate of the salaries of Presidential postmasters, and the aggregate gross receipts which accrued at the respective offices for the

four quarters ended March 31, 1890, arranged by States and Territories, in alphabetical order, is respectfully submitted, as follows:

States and Territories.	Presidential post-offices, adjustment July 1, 1890.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ending March 31, 1890.
Alabama.....	28	\$48,200	\$275,183.13
Alaska.....			
Arizona.....	5	8,300	27,482.57
Arkansas.....	25	39,300	162,891.60
California.....	81	138,100	1,366,644.96
Colorado.....	41	66,900	590,892.91
Connecticut.....	60	109,000	851,289.14
Delaware.....	8	12,800	88,539.11
District of Columbia.....	1	5,000	411,198.21
Florida.....	18	32,400	156,611.64
Georgia.....	32	57,200	479,028.71
Idaho.....	6	8,600	22,896.93
Illinois.....	198	321,000	4,376,781.47
Indiana.....	100	171,100	969,742.49
Indian Territory.....	3	3,800	8,531.05
Iowa.....	136	220,500	1,062,494.81
Kansas.....	116	183,300	752,818.64
Kentucky.....	45	74,400	588,452.62
Louisiana.....	16	23,900	453,750.99
Maine.....	45	73,500	415,896.89
Maryland.....	22	38,500	739,841.20
Massachusetts.....	143	261,600	3,691,011.71
Michigan.....	137	224,300	1,401,258.84
Minnesota.....	57	92,300	924,115.42
Mississippi.....	30	45,700	161,759.79
Montana.....	17	29,000	141,787.17
Missouri.....	98	146,200	2,054,376.75
Nebraska.....	78	118,900	655,064.04
Nevada.....	6	9,000	26,688.83
New Hampshire.....	37	58,900	262,917.65
New Jersey.....	73	140,000	1,063,040.91
New Mexico.....	9	14,100	44,672.48
New York.....	246	441,300	9,640,129.91
North Carolina.....	28	46,500	193,069.37
North Dakota.....	17	25,600	88,504.16
Ohio.....	157	281,600	2,856,211.85
Oklahoma.....	3	5,700	21,938.98
Oregon.....	17	29,300	210,721.25
Pennsylvania.....	202	350,200	4,313,486.12
Rhode Island.....	14	27,100	380,516.23
South Carolina.....	22	34,500	199,446.52
South Dakota.....	32	47,200	157,296.27
Tennessee.....	35	58,700	525,919.45
Texas.....	80	133,100	696,656.59
Utah.....	5	10,300	94,458.22
Vermont.....	28	47,400	200,241.75
Virginia.....	40	68,600	500,566.43
Washington.....	22	37,300	247,067.83
West Virginia.....	19	30,800	143,413.43
Wisconsin.....	98	151,000	929,872.30
Wyoming.....	7	10,900	36,742.42
Total.....	2,732	4,613,500	45,429,361.74

Grand total gross receipts.....	\$45,429,361.74
Grand total postmasters' salaries.....	4,613,500.00
Percentage of gross receipts absorbed by salaries.....	10.16

REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES UNDER THE ACT OF MARCH 3, 1883.

The review of the salaries of postmasters, and ex-postmasters of the third, fourth, and fifth classes under the act of March 3, 1883, as construed by the Attorney-General of the United States, under date of February 13, 1884, and re-affirmed June 14, 1884, has been completed. The act of Congress approved August 4, 1886, limited the presentation of claims to January 1, 1887; and all applications filed prior to January 1, 1887, have been reviewed. The aggregate amount allowed as addi-

tional compensation under this act was \$1,221,009.69. Appropriations to pay these claims have been made by the Congress under dates of July 1, 1884, March 3, 1885, August 4, 1886, February 1, 1888, March 30, 1888, and October 19, 1888; the appropriation aggregating \$1,221,350.40.

A summary of the work of reviewing the salaries of these postmasters, as required by the act of March 3, 1883, as above stated, is shown in the annual reports of the Postmasters-General for the fiscal years ended June 30, 1885, pages 217, 218, and 219; June 30, 1886, pages 155, 156, and 157; June 30, 1887, pages 364, 365, and 366; June 30, 1888, pages 82 and 83.

The subject-matter of the review of these salaries involved considerable additional work and correspondence during the fiscal year just closed, as a large number of claimants made application for review of salary not knowing that applications were barred from January 1, 1887, by the act of Congress approved August 4, 1886.

BOXES AND BOX-RENTS.

Boxes are classed as call-boxes, lock-boxes, and lock-drawers. They are provided as follows:

(1) Where post-offices are located in Government buildings by the Treasury Department.

(2) At first and second class post-offices, the lessor, by agreement in the lease, frequently furnishes the box outfit.

(3) Under existing law (R. S., sec. 4052, and sec. 490, P. L. and R., edition of 1887), patrons of post-offices may provide lock-boxes or lock-drawers for their own use under conditions stated.

(4) In all other cases boxes must be furnished and kept in repair by the postmaster.

Boxes are provided to accommodate patrons of the post-office, as a convenience to the postmaster, and as a source of revenue. At all Presidential post-offices, or offices of the first, second, and third classes, box-rents are included in the gross receipts accruing at the said offices in making the annual adjustment of salaries of Presidential postmasters; and these postmasters, therefore, indirectly receive a part of the box-rents in the sum allowed as compensation. At the fourth class offices the box-rents, under existing law, are practically allowed as a part of the compensation of the postmaster. (See section 2, act of March 3, 1883.) The supervision of box-rent rates by the Department has resulted in uniformity of prices, better accommodations to box-renters, and an increase of revenue from box-rents.

KEY DEPOSITS.

The key deposit is exacted as a security against the loss of keys. The money so collected is held by the postmaster as a trust fund. The deposit for keys lost or withheld over thirty days after the box to which it belongs has been vacated is forfeited, and is then transferred to the fund called "key deposit forfeiture fund." This forfeiture fund is used (1) for the purchase of new keys to replace those lost, broken, or withheld; (2) for necessary repairs to locks; and (3) for keeping the boxes in good condition.

Renters who provide their own boxes are not required to make deposits for keys furnished by themselves; and at offices where postmasters provide their own boxes under present regulations they are permitted to exercise their discretion in collecting a deposit for keys. The key deposit collected is at the rate of 50 cents for each key. The pres-

ent regulations of the Treasury Department require a deposit of only 25 cents for each key. Custodians of Government buildings have also been instructed to make return of the fund heretofore known as the forfeiture fund; and repairs to boxes and locks, and the purchase of new keys are now allowed from the appropriation for repairs, etc.

I am of opinion that the key-deposit rate should be reduced from 50 to 25 cents. The reduction to 25 cents will enable postmasters to rent more boxes and thereby increase the revenue from box-rents.

ALLOWANCES FOR RENT, FUEL, AND LIGHT FOR THIRD-CLASS OFFICES.

The act of Congress approved June 30, 1890, provides for allowances for rent, fuel, and light for post-offices of the third class, or offices whereat the gross receipts range from \$1,900 to \$8,000, and the salaries of the postmasters from \$1,000 to \$1,900 a year. An appropriation of \$571,500 is made for this purpose for the current fiscal year. The limitation relative to the allowance for rent, and also for fuel and light is continued for the present fiscal year, the same as the maximum amounts fixed by law for the past fiscal year, the maximum rent for a third-class office being \$400, and the maximum amount for fuel and light \$60 a year. As stated in the text relative to estimates for this purpose for the ensuing fiscal year, a limitation of these allowances is not in the interest of good service.

By the adjustment of the salaries of Presidential postmasters, as required by the act of Congress approved March 3, 1883, to take effect July 1, 1890, 2,066 officers were assigned to the third class from the date named.

A tabulated statement of these offices, arranged to exhibit the offices and grades (salary of postmaster \$1,000 to \$1,900, inclusive), in the several States and Territories, in effect July 1, 1890, is herewith submitted.

Third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary, \$1,000 to \$1,900, inclusive), from October 1, 1890.

States and Territories.	Postmasters' salaries.										Total.
	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	
Alabama	1	5	1	2	2	3	4	1	3	.....	22
Alaska .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona .....	.....	.....	1	.....	.....	1	.....	1	.....	1	4
Arkansas	2	5	2	3	5	2	1	1	1	1	23
California	10	4	7	6	8	4	13	5	6	2	65
Colorado	3	4	5	1	5	4	5	2	4	.....	33
Connecticut	1	8	2	3	5	7	3	6	1	4	45
Delaware .....	.....	.....	2	2	2	.....	.....	.....	1	.....	7
District of Columbia.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	2	.....	2	2	1	2	.....	1	2	1	13
Georgia	1	2	6	2	3	5	3	.....	2	2	26
Idaho .....	.....	1	.....	2	1	1	.....	.....	.....	.....	5
Illinois	13	28	12	16	30	22	16	14	8	4	161
Indiana	8	8	4	10	6	9	14	7	7	1	74
Indian Territory .....	.....	1	.....	1	1	.....	.....	.....	.....	.....	3
Iowa	8	15	10	14	11	22	13	13	4	5	115
Kansas	11	13	12	9	12	13	14	7	7	3	101
Kentucky	4	6	3	3	4	5	5	3	3	1	37
Louisiana	2	2	3	1	2	.....	3	.....	.....	.....	13
Maine	4	7	3	4	7	3	3	2	3	1	37
Maryland .....	.....	4	2	1	4	3	1	2	.....	.....	17
Massachusetts	5	14	7	4	13	16	12	14	11	2	98
Michigan	12	15	13	9	16	12	10	8	8	6	109
Minnesota	5	6	9	6	8	6	6	.....	5	1	49
Mississippi .....	.....	3	6	4	6	4	.....	1	.....	1	25
Missouri	8	11	12	9	13	7	5	6	5	5	80

Third-class post-offices in each State and Territory, etc.—Continued.

States and Territories.	Postmasters' salaries.										Total.
	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	
Montana.....		2	1	1	1	3	2		3		13
Nebraska.....	4	12	12	6	10	9	8	6	8		70
Nevada.....			1						1		4
New Hampshire.....	2	8	3	2	4	2	5	3	1	2	32
New Jersey.....	2	4	6	1	5	2	6	1	7	2	47
New Mexico.....		1	1	1	1	1	1	1			7
New York.....	15	16	22	16	20	25	23	20	10	8	175
North Carolina.....	1	4	4	1	2	5	2	3	1		23
North Dakota.....		1		4	1	3	1	1	1		15
Ohio.....	9	12	12	9	18	12	16	11	8	5	107
Oklahoma.....						1					1
Oregon.....	1	3		1	4	1		2	2	2	16
Pennsylvania.....	11	26	13	13	23	18	16	14	13	7	154
Rhode Island.....	1		1	1	1	1	1	2			8
South Carolina.....		3	4	3	1	6	1	1	1		20
South Dakota.....	6	7	2	3	3	3	1	1	1	1	28
Tennessee.....	1	3	3	3	6	7	3		1	1	28
Texas.....	6	10	6	3	5	11	13	8	1	2	68
Utah.....						2	1				3
Vermont.....	3	2	3	2	3	6	3		3		22
Virginia.....	2	4	6	1	5	3	4	2	3	1	31
Washington.....	2	5		1	1	3	2		1	1	16
West Virginia.....	2	2	2	3	3	1	2	1	1		17
Wisconsin.....	10	9	6	3	9	11	5	8	4	4	75
Wyoming.....	1	1				3					5
Total.....	181	298	232	210	287	293	247	183	139	77	2,147

LEGISLATION RECOMMENDED.

Classification and salaries of clerks in the larger offices.—The recommendation heretofore made, relative to the classification and salaries of clerks and employes attached to first and second class offices, was favorably considered by the Congress; and by the act approved March 2, 1889, provision was made for the classification and for fixing the salaries of the said clerks and employes, to take effect from July 1, 1889. The Congress, however, failed to appropriate a sum sufficient to meet the requirements of the service under the said act by \$350,000. The limited appropriation greatly embarrassed the Department in the administration of the service under this act. The appropriation as made by the Congress for clerks in post-offices for the current fiscal year is \$200,000 less than the sum estimated by the Department as required for this service, including the operation of the classification act. The maximum salaries for certain lines of clerical service are not large enough at present to command the highest order of clerical ability, and the law should be amended in this respect.

Allowances for rent, fuel, and light for third-class offices.—Authority for allowances for rent, fuel, and light for third-class offices was granted by the Congress for the first time in the history of the Department by the act approved July 24, 1888. This act, however, limited the maximum annual sum for rent to \$300, and the maximum annual amount for fuel and light to \$60; and the act approved March 2, 1889, increased the maximum annual sum for rent to \$400, and continued the maximum annual amount for fuel and light at \$60 a year. The act approved June 30, 1890, for the current fiscal year, re-affirms the maximum amounts to \$400 for rent and \$60 for fuel and light per annum. This limitation of the allowances for rent, fuel, and light for third-class offices is not in the interest of good service. The Department should have full discre-

tionary authority to fix these allowances for third-class offices in accordance with the best interests of the postal service, having in view the local conditions and surroundings of the respective offices. I therefore recommend that the limitation of these allowances be repealed.

Allowances for boxes, fixtures, furniture, miscellaneous, and incidental items, and stationery for Presidential post-offices.—I beg to again state that the present unjust class distinctions recognized by existing law relative to allowances for boxes, fixtures, furniture, miscellaneous, and incidental items, and stationery for Presidential offices should be expunged from the statutes. No good reason can be stated why the necessary boxes, fixtures, furniture, etc., should not be provided for *all* Presidential offices; and every reason in the interest of good service why they should be provided. At present boxes and fixtures are provided by the Treasury Department where post-offices are located in Government buildings; and at first and second-class offices where, under lease, the owner of the premises agrees to furnish them. At all other offices the postmaster or patrons must provide the boxes and fixtures; and, under section 4052, Revised Statutes (section 490, P. L. and R., edition of 1877), all boxes erected and used in any post-office, no matter how furnished, become the absolute property of the United States. This condition of the service under existing law is a source of frequent disputes, scandals, and trouble between the outgoing and newly appointed postmasters, often involving the friends of the disputants, to the great injury of the postal service.

I therefore recommend that existing law be amended so that the Post-Office Department shall provide the boxes, fixtures, furniture, and miscellaneous and incidental items and stationery for Presidential post-offices. The stationery should be furnished from the Post-Office Department through the Division of Supplies, just as now furnished to the first and second class offices.

The adjustment made in accordance with the requirements of the act of March 3, 1883, which took effect July 1, 1890, resulted in 2,732 offices of the Presidential grade, classed as follows:

First class	116
Second class	550
Third class	2,066
Total	2,732

Compensation to postmasters of the fourth class.—I again invite attention to the need of legislation relative to the compensation of the fourth-class postmasters. The rates of compensation (act of Congress approved March 3, 1883) are not sufficient to enable the Department to secure the best service at these offices. I again recommend that the subject-matter of compensation of fourth-class postmasters be considered, with a view of providing proper rates of compensation to be fixed in even hundreds of dollars for a specified period, on the basis of the business of the respective offices for, say, the preceding year. An amendment of existing law, as suggested, will be in the interest of good service. At the close of the fiscal year ended June 30, 1890, the fourth-class offices numbered 59,663.

ESTIMATES FOR COMPENSATION OF POSTMASTERS, CLERKS IN POST-OFFICES; RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS OFFICES; RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES; MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE, FOR FIRST AND SECOND CLASS OFFICES, ADVERTISING FOR FIRST AND SECOND CLASS OFFICES, FOR THE FISCAL YEAR ENDING JUNE 30, 1892.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1888-'89.	1889-'90.	Increase.	
			Amount.	Per cent.
Estimates	\$13,200,000.00	\$13,600,000.00	\$400,000.00	3.03
Appropriations	12,800,000.00	13,600,000.00	800,000.00	6.25
Expenditures	13,175,555.41	13,753,095.69	577,540.28	4.38

The appropriation made by the Congress for compensation to postmasters for the present fiscal year is \$14,000,000, being an increase of \$400,000, or 2.9 per cent., as compared with the appropriation for this purpose for the past fiscal year. The expenditures for compensation to postmasters for the past fiscal year amounted to \$13,753,095.69, being an excess of \$153,095.69, as compared with the appropriation as made by the Congress. The expenditures for compensation to postmasters by quarters for each of the fiscal years ended June 30, 1888, June 30, 1889, June 30, 1890, were as follows:

Quarter ended—	Fiscal year 1888.	Fiscal year 1889.	Fiscal year 1890.
September 30	\$3,012,459.26	\$3,157,468.33	\$3,285,536.26
December 31	3,130,275.60	3,301,209.78	3,447,089.23
March 31	3,264,035.78	3,419,572.90	3,546,061.59
June 30	3,192,863.55	3,297,304.31	3,474,409.61
Total	12,601,734.17	13,175,555.41	13,753,095.69

This statement shows that the increase of compensation to postmasters for the fiscal year ended June 30, 1889, amounted to \$573,821.24, or 4.6 per cent., and that the increase for the same purpose for the fiscal year ended June 30, 1890, amounted to \$577,540.28, or 4.4 per cent., the average increase being \$576,876.28, or 4.5 per cent.

At this ratio of increase the total compensation to postmasters for the fiscal year 1890-'91 will amount to \$14,329,971.97, and for the fiscal year 1891-'92 to \$14,974,821.

The aggregate of salaries of Presidential postmasters in effect July 1, 1889, amounted to \$4,429,100, being an increase of \$226,300, or 5.4 per cent., as compared with the same item July 1, 1888. The grand total of Presidential postmasters' salaries in effect July 1, 1890, amounted to \$4,613,500, an increase of \$184,400, or 4.2 per cent. The aggregate sum of the salaries of Presidential postmasters at offices of the first, second and third classes for the fiscal year ended June 30, 1890, amounted to \$4,469,975, being an increase of \$154,175, or 3.5 per cent.,

as compared with the same item for 1887. Subtracting the total of salaries of Presidential postmasters from the aggregate amount allowed for compensation of postmasters gives the sum of \$9,283,121, or the aggregate of compensation of fourth-class postmasters. This amount divided by the average number of fourth-class offices gives the sum of \$161.65 as the average compensation of a fourth-class postmaster.

The total revenue of the Department for the past fiscal year is stated to be \$60,882,097.92, being an increase of \$4,706,486.74, or 8.4 per cent., as compared with the previous year. The increase of revenue during the fiscal year 1888-'89 was \$3,480,434, or 6.6 per cent. The increase of revenue during the fiscal year ended June 30, 1890, as compared with the previous year, shows an advance of 1.8 per cent.

Having these facts in view, I am of opinion that an appropriation of \$14,900,000 will be required to compensate postmasters for the fiscal year ending June 30, 1892. I therefore recommend an appropriation of \$14,900,000, or an increase of \$900,000, or 6.4 per cent., be requested for the compensation of postmasters for the fiscal year ending June 30, 1892.

CLERKS IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose for the past two fiscal years:

Item.	1888-'89.	1889-'90.	Increase.	
			Amount.	Per cent.
Estimates	\$5,650,000.00	{ \$6,800,000.00 300,000.00	\$1,250,000.00	22.12
Appropriations	{ 5,950,000.00 25,000.00	{ 6,550,000.00	575,000.00	9.62
Expenditures	5,924,512.37	6,515,943.23	591,430.86	9.98

The appropriation for clerks for the present fiscal year is \$7,390,000, being an increase of \$840,000, as compared with the appropriation for the past fiscal year.

The appropriation, as made by the Congress for the present fiscal year, is \$200,000 less than the amount estimated by the Department for clerks in post-offices for the current fiscal year. This estimate, it should be observed, was made after careful consideration, having in view the results of the postal service to June 30, 1889, the requirements of the clerks' classification act, and the probable growth and increase of the service to the present time. It was then stated that it would require not less than \$350,000 to put the classification act into effect and authorize salaries for clerks as contemplated by the said act. The adjustment of salaries of clerks made in accordance with the requirements of the classification act, in effect July 1, 1890, has verified the statement heretofore made as to the amount needed for salaries, and the growth and increase of the service as estimated has been exceeded, as will be hereafter shown. While the increase of this appropriation as authorized by the Congress has enabled the Department to greatly improve the efficiency of the clerical force, the reduction of \$200,000 has prevented the improvements which should have been made.

The authorized allowances for clerk hire for the past fiscal year exactly absorbed the appropriation for clerks in post-offices as fixed by the Congress. In fact, the clerks' classification act, which was approved

by the Congress March 2, 1889, to take effect July 1, 1889, could not be put into operation properly because the appropriation as made by the Congress was \$350,000 short of the amount required to compensate the clerks as contemplated by the said act. The aggregate of all allowances for clerk hire on postal account at present is \$6,800,963, and on money-order clerk-hire account \$555,295, making a grand total of \$7,356,258.

The allowances for clerks in post-offices assigned to the first and second classes, and stations connected therewith, are made in accordance with sections 3860 and 3863, Revised Statutes, and sections 460 and 463, Postal Laws and Regulations, edition of 1887; and at third and fourth-class offices for clerical labor in separating mails in compliance with section 11, 19 Stats., 82 (July 12, 1876), and section 461, Postal Laws and Regulations, edition of 1887.

By the adjustment of the salaries of Presidential postmasters in accordance with the requirements of the act of March 3, 1883, in effect July 1, 1890, a total of 116 offices were assigned to the first class, and 550 to the second class, making a grand total of 666 first and second class offices, or a net increase of 47 offices, or 13.2 per cent., as compared with the number in effect July 1, 1889.

The total receipts which accrued at first and second class offices, as shown by the adjustment which took effect July 1, 1890, amounted to \$37,795,038, being an increase of \$3,513,701, or 10.3 per cent. The increase of gross receipts which accrued at first and second class offices in 1889 amounted to \$2,984,924, or 9.5 per cent. of the revenue of the Department for the fiscal year ended June 30, 1890. The revenue of the Department for the fiscal year ended June 30, 1890, is stated at \$60,882,097.92, being an increase of \$4,706,486.74, or 8.4 per cent., as compared with the same item for the previous year.

With a view of showing the present increase of business and postal receipts more in detail, a tabulated statement is herewith submitted showing the gross receipts, and the increase thereof, in amount and per cent. at ten first-class offices for the fiscal year ended June 30, 1890.

Office.	State.	Gross receipts.		
		Year ended June 30, 1890.	Increase in amount.	Increase in per cent.
New York.....	New York.....	\$6,026,928	\$596,757	11.0
Chicago.....	Illinois.....	3,126,840	342,535	12.3
Philadelphia.....	Pennsylvania.....	2,218,839	187,290	9.2
Boston.....	Massachusetts.....	2,070,236	212,735	11.5
St. Louis.....	Missouri.....	1,138,204	133,232	13.3
Cincinnati.....	Ohio.....	810,606	62,325	8.3
San Francisco.....	California.....	696,155	30,690	4.6
Brooklyn.....	New York.....	716,250	59,907	9.1
Baltimore.....	Maryland.....	642,048	49,130	8.3
Pittsburgh.....	Pennsylvania.....	524,047	62,466	13.5
Totals.....		17,970,153	1,737,067	10.1
Averages.....		1,797,015	173,707	10.1

These offices (ten) show receipts amounting to 29.5 per cent. of the revenue of the Department for the fiscal year ended June 30, 1890, the average increase of receipts per office being \$173,707, or 10.1 per cent.

A table is also submitted of twenty representative offices to exhibit the gross receipts and the increase thereof, in amount and per cent.,

for the fiscal year ended June 30, 1890, contrasted with the same items for the previous year.

Office.	State.	Gross receipts year ended June 30, 1890.	Increase.	
			Amount.	Per cent.
Boston.....	Massachusetts.....	\$2,070,236	\$212,735	11.5
New York.....	New York.....	6,028,928	586,757	11.0
Brooklyn.....	do.....	716,250	59,907	9.1
Jersey City.....	New Jersey.....	134,006	16,690	14.2
Utica.....	New York.....	83,605	6,986	9.1
Richmond.....	Virginia.....	188,425	15,704	9.1
Atlanta.....	Georgia.....	159,263	12,752	8.7
Knoxville.....	Tennessee.....	62,941	10,002	18.9
Memphis.....	do.....	148,185	14,552	10.9
New Orleans.....	Louisiana.....	416,333	60,943	17.1
Dallas.....	Texas.....	100,068	20,664	26.0
Toledo.....	Ohio.....	173,916	23,885	16.9
Chicago.....	Illinois.....	3,126,684	342,458	12.3
Peoria.....	do.....	99,147	9,721	10.9
Davenport.....	Iowa.....	51,474	4,567	9.7
Omaha.....	Nebraska.....	246,352	24,186	10.9
Denver.....	Colorado.....	259,510	45,450	21.2
Salt Lake City.....	Utah.....	65,720	16,087	32.4
Portland.....	Oregon.....	133,604	26,334	24.5
Seattle.....	Washington.....	77,493	30,575	65.2
Total.....		14,340,340	1,550,961	348.6
Averages.....		717,017	77,548	17.4

This table shows a total increase of receipts in the sum of \$1,550,961, or an average per office of \$77,548, or 17.4 per cent.

It has been shown that the increase of receipts at both first and second class post-offices for 1889 amounted to \$2,984,924, or 9.5 per cent., and for 1890 to \$3,513,701, or 10.3 per cent., as contrasted with the same items for the previous years. Considering the first-class offices separately, a clearer idea of the rapid increase of receipts is brought out, as the following statistics show:

Increase of receipts at first-class offices.

Year ended March 31—	Amount.	Percent.
1888.....	\$2,217,386	10.3
1889.....	2,559,216	10.7
1890.....	3,134,384	11.9

This statement shows an increase of \$3,134,384, or 11.9 per cent. of receipts at first-class offices for the year ended March 31, 1890; and an average increase of \$2,636,995, or 10.97 per cent. for the past three years. The first-class offices numbered 97 in 1888, 102 in 1889, and 116 in 1890.

The present number of first and second class offices is 666, a net increase of 47, or 13.2 per cent., as compared with the same item for the past year. To realize that these offices are the arteries of the service, consider that the receipts which accrued thereat for the four quarters ended March 31, 1890, amounted to \$37,795,037, or 62.1 per cent. of the revenue of the Department for the fiscal year ended June 30, 1890, while in number (666) they represent only 1.1 per cent. of the total number of post-offices in effect June 30, 1890. No other item of expense of this bureau is as important as that for clerks in post-offices. The increase of

the appropriation for this purpose is promptly responded to throughout the country by an improved clerical service.

The increase and growth of the postal service, as shown by the statements herein made, wonderful as it is, will be exceeded by June 30, 1892, if present conditions continue.

Having these facts in view, I am of opinion that \$8,349,000 will be needed to compensate clerks in post-offices for the fiscal year ending June 30, 1892. This amount is an increase, as compared with the appropriation made by the Congress for the present fiscal year of \$959,000, or 13 per cent. Omitting the sum of \$200,000 which was not appropriated, though estimated and requested for the present fiscal year, the estimated increase is only 10 per cent.

I therefore recommend that an appropriation of \$8,349,000 be requested for clerks in post-offices for the fiscal year ending June 30, 1892.

RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1888-'89.	1889-'90.	Increase.	
			Amount.	Per cent.
Estimates.....	\$552,000.00	{ \$600,000.00 *10,000.00	{ \$58,000.00	10.0
Appropriations.....	{ 550,000.00 5,000.00	{ 600,000.00 110,000.00	{ 55,000.00	9.9
Expenditures.....	539,064.31	579,069.62	40,005.31	7.4

* Rent for Washington, D. C., post-office, act of March 2, 1889.

† Additional for rent, Washington, D. C., post-office, act of March 2, 1889

The appropriation for rent, light, and fuel for first and second class offices and stations connected therewith for the present fiscal year is \$665,000, being an increase of \$55,000, or 9 per cent., as compared with the appropriation for the past year. The total amount expended for these items during the past fiscal year for which proper vouchers have been submitted to the Auditor to date is stated at \$579,069.62. The difference between the amount stated by the Auditor and the aggregate amount authorized by this office will be approved when proper vouchers are submitted.

During the past year nine first and second class offices were moved into Government buildings, making a total saving of \$17,979 for items of rent, fuel, and light. Three additional first and second class offices were moved from old to new Government buildings. A number of additional first and second class offices will be moved into Government buildings during the present year.

On July 1, 1890, by the adjustment made in accordance with the requirements of the act of March 3, 1883, 116 offices were assigned to the first class, and 550 to the second class, making a total of 666 first and second class offices, being a net increase of 47 offices, as compared with the number for the previous year.

The records show that the gross receipts which accrued at first and second class offices for the year ended March 31, 1889, amounted to \$34,281,337, being an increase of \$2,984,924, or 9.5 per cent. For the four quarters ended March 31, 1890, the gross receipts amounted to

\$37,795,038, or an increase of \$3,513,701, or 10.25 per cent., as compared with the previous year.

It should be noted that in addition to the first and second class offices, a large number of stations or branch offices have been established in connection with the larger post-offices, and that allowances for rent, light, and fuel have been authorized for many of these stations.

Having these facts in view, and the probable increase of the postal service, I am of opinion that an appropriation of \$731,500, or an increase of 10 per cent., as compared with the appropriation for the current fiscal year, will be needed for rent, light, and fuel for first and second class offices and stations connected therewith for the fiscal year ended June 30, 1892; and I so recommend.

RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years :

Items.	1888-'89.	1889-'90.	Per cent.	
			Increase.	Decrease.
Estimates.....	\$450,000.00	\$505,080.00	.....	22.3
Appropriations.....	450,000.00	505,080.00	12.2	.....
Expenditures.....	314,523.95	422,164.05	34.2	.....

The first appropriation in the history of the postal service for rent, light, and fuel for third-class post-offices, or Presidential offices, whereat the salary of the postmaster, under existing law, ranges from \$1,000 to \$1,900, and the gross receipts from \$1,900 to not exceeding \$8,000 a year, was made by the Congress on the recommendation of this office July 24, 1888. The appropriation for this purpose for the present fiscal year is \$571,500. This appropriation is made with the proviso that the allowance for rent in no case shall exceed \$400 and the allowance for fuel and light \$60 in any one year. This limitation of the allowances for rent, light, and fuel for third-class post-offices should be repealed, as the Postmaster-General should have full discretionary power to fix allowances for these items for third-class post-offices in accordance with the merits of the respective offices and the local surroundings. There is no restriction for allowances for rent, light, and fuel for first and second class offices, and there should be none for third-class offices.

By the adjustment of salaries of third-class postmasters, which took effect July 1, 1890, in accordance with the requirements of the act of March 3, 1883, 2,066 offices were assigned to the third-class. Eighty-two additional offices were added to this class from October 1, 1890, and one office discontinued, making a net increase of 81 offices, or a total of 2,147 from October 1, 1890.

These offices were graded as follows :

Salary of postmaster.	No. of offices.	Salary of postmaster.	No. of offices.
\$1,000.....	182	\$1,500.....	293
1,100.....	297	1,600.....	247
1,200.....	232	1,700.....	183
1,300.....	210	1,800.....	139
1,400.....	287	1,900.....	77

The number of these offices and the grade, by States and Territories, is shown in the following statement:

Third-class post-offices in each State and Territory arranged to exhibit the number of each grade (salary \$1,000 to \$1,900, inclusive), from October 1, 1890.

States and Territories.	Postmasters' salaries.										Total.
	\$1,000.	\$1,100.	\$ 200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.	\$1,900.	
Alabama.....	1	5	1	2	2	3	4	1	3	—	22
Alaska.....	—	—	—	—	—	—	—	—	—	—	—
Arizona.....	—	—	1	—	—	1	—	1	—	1	4
Arkansas.....	2	5	2	3	5	2	1	1	1	1	23
California.....	10	4	7	6	8	4	13	5	6	2	65
Colorado.....	3	4	5	1	5	4	5	2	4	—	33
Connecticut.....	1	8	2	8	5	7	3	6	1	4	45
Delaware.....	—	—	2	2	2	—	—	—	1	—	7
District of Columbia.....	—	—	—	—	—	—	—	—	—	—	—
Florida.....	2	—	2	2	1	2	—	1	2	1	13
Georgia.....	1	2	6	2	3	5	3	—	2	2	26
Idaho.....	—	—	—	2	1	1	—	—	—	—	5
Illinois.....	13	26	12	16	30	22	16	14	8	4	161
Indiana.....	8	8	4	10	6	9	14	7	7	1	74
Indian Territory.....	—	1	—	1	1	1	—	—	—	—	3
Iowa.....	8	15	10	14	11	22	13	13	4	5	115
Kansas.....	11	13	12	9	13	13	14	7	7	3	101
Kentucky.....	4	6	3	3	4	5	5	3	3	1	37
Louisiana.....	2	2	3	1	2	—	3	—	—	—	13
Maine.....	4	7	3	4	7	3	3	2	3	1	37
Maryland.....	—	4	2	1	4	3	1	2	—	—	17
Massachusetts.....	5	14	7	4	13	16	12	14	11	2	98
Michigan.....	12	15	18	9	16	12	10	8	8	6	109
Minnesota.....	5	6	9	6	5	6	6	—	5	1	49
Mississippi.....	—	3	6	4	6	4	—	1	—	1	25
Missouri.....	8	11	13	9	12	7	5	6	5	5	80
Montana.....	—	2	1	1	1	3	2	—	3	—	13
Nebraska.....	4	12	12	6	10	9	3	6	3	—	70
Nevada.....	2	—	1	—	—	—	—	—	1	—	4
New Hampshire.....	2	3	3	2	4	2	5	3	1	2	32
New Jersey.....	2	4	6	5	5	5	6	5	7	2	47
New Mexico.....	—	1	1	1	1	1	1	1	—	—	7
New York.....	15	16	22	16	20	25	23	20	10	8	175
North Carolina.....	1	4	4	1	2	5	2	3	1	—	23
North Dakota.....	—	4	—	4	1	3	1	1	1	—	15
Ohio.....	9	12	12	9	18	12	16	11	3	5	107
Oklahoma.....	—	—	—	—	4	1	—	—	—	—	1
Oregon.....	1	3	—	1	4	1	—	2	2	2	16
Pennsylvania.....	11	26	13	13	23	18	16	14	13	7	154
Rhode Island.....	1	—	1	1	1	1	1	2	—	—	8
South Carolina.....	—	3	4	3	1	6	1	1	1	—	20
South Dakota.....	6	7	2	3	3	3	1	1	1	1	28
Tennessee.....	1	3	3	3	6	7	3	—	1	1	28
Texas.....	6	10	6	6	5	11	13	8	1	2	68
Utah.....	—	—	—	—	—	2	1	—	—	—	3
Vermont.....	3	2	3	2	3	6	3	—	—	—	22
Virginia.....	2	4	6	1	5	3	4	2	3	1	31
Washington.....	2	5	—	1	1	3	2	—	1	1	16
West Virginia.....	2	2	2	3	3	1	2	1	1	—	17
Wisconsin.....	10	9	6	9	9	11	5	8	4	4	75
Wyoming.....	1	1	—	—	—	3	—	—	—	—	5
Total.....	181	298	232	210	287	293	247	183	139	77	2,147

A careful examination of special adjustments of the salaries of third-class postmasters, made in accordance with the requirements of sections 1 and 2 of the act of March 3, 1883, for the past four years, has resulted in an estimated increase of 150 additional third-class offices as the probable number for the current fiscal year, making the total estimated number of third-class offices July 1 next, 2,216.

Taking the average allowance for rent, fuel, and light as made under the appropriation for the current fiscal year, and the estimated number of offices as stated, it will require an appropriation of \$592,800 for this purpose for the next fiscal year; and I therefore recommend that

the Congress be requested to make an appropriation of \$592,800 for rent, light, and fuel for third-class post-offices for the fiscal year ending June 30, 1892.

MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE, FOR FIRST AND SECOND CLASS POST-OFFICES.

The following were the estimates, appropriations, and expenditures, for this purpose during the past two fiscal years.

Items.	1888-'89.	1889-'90.	Increase.
			<i>Per cent.</i>
Estimates	\$100,000.00	\$110,000.00	10.00
Appropriations	100,000.00	110,000.00	10.00
Expenditures	87,269.74	103,132.61	18.18

The appropriation for this purpose for the current fiscal year is \$120,000, being an increase of \$10,000 as compared with the past year. Formerly two appropriations were made by the Congress for these items, but by the act of March 2, 1889, a single appropriation was made for miscellaneous and incidental items, including furniture, for first and second class offices. The aggregate amount allowed for these items for the past year exactly absorbed the appropriation. The items chargeable to this appropriation include all articles required for the postal service at first and second class offices which are not provided for by other appropriations.

By the adjustment made in accordance with the requirements of the act of March 3, 1883, 116 offices were assigned to the first class, being a net increase of 14 first class offices, and 550 to the second class, a net increase of 23 second-class offices, making a total of 666 first and second class post-offices in effect July 1, 1890. This shows a net increase of 47 first and second class offices as compared with the number for the previous year.

In addition to the regular offices, all stations connected with the larger offices are provided with miscellaneous and incidental items and furniture as needed from this appropriation.

The adjustment in effect July 1, 1890, shows that the total gross receipts which accrued at the first and second class offices for the four quarters ended March 31, 1890, amounted to \$37,795,038, being an increase of \$3,513,701, or 10.25 per cent. The increase of receipts which accrued at first and second class offices for the year ended March 31, 1889, amounted to \$2,984,924, or 9.5 per cent.

Taking these facts into consideration, and the growth of the postal service, I am of opinion that \$132,000, or an increase of 10 per cent., will be required for miscellaneous and incidental items, including furniture, for first and second class post-offices for the fiscal year ending June 30, 1892.

ADVERTISING FOR FIRST AND SECOND CLASS POST-OFFICES.

In compliance with Department Order No. 82, of March 7, 1882, allowances for advertising for offices of the first and second classes are made from and charged to the appropriation for advertising for the office of the Postmaster General. The appropriation for this purpose for the present fiscal year is \$18,000, being the same amount as that appropriated for this purpose for the past fiscal year.

Some years ago the appropriation for this purpose was \$40,000, but was reduced by the Congress to \$20,000. On this account, most of the lists of unclaimed letters were published free as a matter of local interest or news. Under date of December 1, 1887, however, the Superintendent of the Dead-Letter Office, in accordance with the opinion of the Assistant Attorney-General for the Post-Office Department, instructed postmasters to collect one cent for each advertised letter, whether published in a newspaper or posted in a written list in the post-office. Under these instructions, postmasters found it difficult to have the advertised letter-list published free as a matter of local news, as was done in a majority of the offices prior to the date named. This action caused a large number of postmasters to make application for allowances to pay the cost of advertising letter lists, but the limited appropriation will not warrant favorable action.

I am of opinion that the cost of publishing these letter lists should be provided for by the Congress.

The amount allowed by this office for advertising for the fiscal year ended June 30, 1890, is \$13,371.73, leaving a balance of only \$4,628.27 for advertising for the office of Postmaster-General, for which the appropriation of \$18,000 was made.

It is my opinion that a better administration of this branch of the service could be made if a separate appropriation for advertising for offices of the first and second classes was made for the office of the First Assistant Postmaster-General.

Having these facts in view, I therefore recommend that the Congress be requested to appropriate \$15,000 for the office of the First Assistant Postmaster-General for advertising for first and second class post-offices for the fiscal year ending June 30, 1892.

SUMMARY OF ESTIMATES.

Item.	Present appropriation.	Estimates, 1891-'92.	Increase.	
			Amount.	Per cent.
Compensation to postmasters	\$14, 000, 000	\$14, 900, 000	\$900, 000	6.4
Clerks in post-offices	7, 390, 000	8, 349, 000	959, 000	13.0
Rent, fuel, and light, first and second class offices ..	665, 000	731, 500	66, 500	10.0
Rent, fuel, and light, third-class offices	571, 500	592, 800	21, 300	3.7
Miscellaneous, incidental, and furniture, first and second class offices	120, 000	132, 000	12, 000	10.0
Advertising, first and second-class offices	*18, 000	†15, 000	.....	.....

* This appropriation is made for the office of the Postmaster-General.

† No appropriation has been authorized for advertising, office of the First Assistant Postmaster-General.

DIVISION OF BONDS AND COMMISSIONS.

To this division is assigned the duty of preparing and transmitting all letters of appointment of newly appointed postmasters, together with blank bonds and oaths for execution; recording the names of postmasters, the dates of their appointment, the names of their sureties, and the establishment, discontinuance, and changes of names and sites of post-offices; also to examine all bonds, and see that the same are properly executed and filed away alphabetically by States, and to prepare all postmasters' commissions for the signature of the President or the Postmaster-General (as the case may be), and see that such commissions are properly and promptly mailed when so signed.

The preparation of the various reports required under the laws and regulations of the Department is assigned to this division, as follows: daily, to the Division of Post-Office Supplies, office of the First Assistant Postmaster-General; to the Contract and Equipment Divisions, office of the Second Assistant Postmaster-General; to the Stamp Division, office of the Third Assistant Postmaster-General; and to the General Superintendent of the Railway Mail Service for publication in the Daily Bulletin; weekly, to the Superintendent of the Money-Order System and to the Auditor of the Treasury for the Post-Office Department; and quarterly, to the last-named office, together with a list of the offices transferred from the fourth class to the Presidential list.'

The correspondence incident to the work of the division is prepared therein for the signature of the First Assistant Postmaster-General.

The record work of the division may be briefly described as follows: The names of all Presidential offices and postmasters are recorded in two books, in one of which the names of the offices are entered by States and Territories in alphabetical order. In the other the names of the postmasters are kept in alphabetical arrangement according to dates of appointment. The names of the postmasters appointed at money-order offices which do not belong to the Presidential list are entered alphabetically in a separate record, according to dates of appointment. The names of postmasters appointed at all fourth-class offices which do not belong to the money-order list, are likewise entered in a separate record, in alphabetical order according to dates of appointment, the same being divided into two sections in consequence of the large number of entries required. There are also 39 record-books in which the names of post-offices of all classes are recorded by States and counties, together with the names of the postmasters and the dates of their appointment.

Herewith is presented, in tabular form, a complete statement of the amount of penalties of all bonds filed for the protection of the Department and as a guaranty for the faithful performance of official duties. This statement is arranged by States and Territories, as follows: Presidential offices, \$34,160,000; money-order offices not on Presidential list, \$34,972,000; fourth-class offices other than money-order, \$34,607,000; making a total of \$103,839,000 in penalties secured by property valued at twice that amount, and showing an increase in the amount of penalties of \$5,953,000 during the last fiscal year.

The aggregate amount of work done by the division is herewith presented in tabular form, together with a comparative table of the most important items of business transacted during the two previous years.

There is also presented a table showing the number and class of commissions issued during the year ended June 30, 1890.

Work of the Bond Division for the fiscal year ended June 30, 1890.

Presidential cases recorded and upon which appointment papers, bonds, etc., were mailed and commissions issued	2, 496
Appointment bonds examined, indorsed, and submitted to the Postmaster-General and approved	21, 313
Bonds returned for correction	2, 567
Appointment bonds filed	21, 313
New bonds required upon request of surety to be released	628
New bonds required at the instance of the Third Assistant Postmaster-General	80
New bonds required upon recommendation of post-office inspectors	114
New bonds required in consequence of the extension of the money-order business	757

New bonds required in consequence of the establishment of the postal-note business	174
New bonds sent upon request of postmasters	824
Total new bonds required	2, 611
New bonds received, examined, indorsed, and submitted to the Postmaster-General for acceptance	2, 105
New bonds reported to the Third Assistant Postmaster-General	81
New bonds reported to the Auditor	2, 105
New bonds filed	2, 105
Jackets prepared in sending new bonds	2, 105
Commissions prepared and mailed to postmasters	21, 394
Commissioned postmasters reported to the Auditor	21, 313
Commissioned postmasters reported to the Third Assistant Postmaster-General	21, 313
Commissioned postmasters reported for publication in the Postal Bulletin	21, 313
Commissioned postmasters reported to the money-order office	4, 538
New bonds reported to the money-order office	957
Blank designation and oaths mailed to acting postmasters	624
Designations and oaths of acting postmasters received, examined, indorsed, recorded, and filed	490
Circular letters sent on appointments, changes of names and sites, and discontinuances of post-offices	97, 632
Circulars sent to appointees delinquent in the execution of their bonds	939
Circulars accompanying commissions sent to postmasters	167, 930
Surety circulars sent to chief post-office inspector	3, 936
Circulars sent to postmasters delinquent in furnishing new bonds	2, 531
Circular letters sent notifying sureties of death of postmaster	624
Post-office inspectors' reports on responsibility of sureties received, examined, and filed	4, 231
Blank oaths for assistant postmasters, clerks, and employes mailed	26, 698
Oaths of assistant postmasters, clerks, and employes received, examined, indorsed, and filed	35, 031
Entries made on the books of the division	118, 595
Current record books in use in the division	39
Blank forms in use in the division	75

Increase of business in the Bond Division, Post-Office Department, for the year 1890 as compared with 1889.

	Year ending June 30 -	
	1889.	1890.
Presidential appointments upon which bonds were mailed	829	2, 496
Fourth-class cases considered	20, 765	18, 917
Appointment bonds received, approved, and filed	17, 519	21, 313
Commissions issued to postmasters	17, 519	21, 394
Money-order postmasters commissioned during the year	4, 935	4, 538
Circular letters mailed on appointments, establishments, and changes	92, 801	97, 612
Entries made in books of the division	93, 498	118, 595

Commissions issued, monthly, during the fiscal year ending June 30, 1890.

Months.	Presidential.	Fourth class.	Total.	Presidential (duplicate).	Fourth class (duplicate).	Total (duplicate).	Monthly totals.
July	148	2, 765	2, 913	2	20	22	2, 935
August	82	2, 091	2, 173	1	1	1	2, 174
September	116	1, 607	1, 723	11	11	11	1, 734
October	111	1, 363	1, 474	6	6	6	1, 480
November	79	1, 375	1, 454	4	4	4	1, 458
December	1	1, 566	1, 567	4	4	4	1, 571
January	622	1, 425	2, 047	5	5	5	2, 052
February	604	1, 236	1, 840	1	2	3	1, 843
March	333	1, 487	1, 820	1	3	4	1, 824
April	159	1, 409	1, 568	1	4	5	1, 573
May	130	1, 349	1, 479	3	6	9	1, 488
June	111	1, 144	1, 255	7	7	7	1, 262
Total	2, 496	18, 517	21, 313	8	73	81	21, 394

Commissions issued, monthly, during the fiscal year ending June 30, 1890.—Continued.

RECAPITULATION.

Presidential	2,496
Fourth-class	18,817
	<u>21,313</u>
Presidential (duplicate)	8
Fourth-class (duplicate)	73
	<u>81</u>
Total	21,394

Penalties of all bonds on file in the Bond Division, June 30, 1890, and the increase or decrease as compared with 1889.

States and Territories.	Penalties.			Total amount of penalties.		Increase of 1890.
	Presidential bonds.	Money-order bonds.	Fourth-class bonds other than money-order.	1890.	1889.	
Alabama.....	\$380,000	\$439,000	\$699,000	\$1,758,000	\$1,694,500	\$63,500
Alaska.....		11,000	7,500	18,500	12,500	6,000
Arizona.....	71,000	140,000	111,500	322,500	305,500	17,000
Arkansas.....	311,000	606,000	750,500	1,667,500	1,572,500	95,000
California.....	1,266,000	1,027,000	961,500	3,145,500	2,723,000	423,500
Colorado.....	534,000	561,000	415,000	1,450,000	1,407,000	43,000
Connecticut.....	801,000	341,000	422,800	1,464,500	1,374,500	90,000
Dakota.....	451,000	706,000	773,500	1,940,500	1,808,000	132,500
Delaware.....	181,000	86,000	94,500	284,500	238,500	46,000
District of Columbia.....	106,000		8,000	108,000	109,500	*1,500
Florida.....	237,000	491,000	420,000	1,148,000	1,062,500	85,500
Georgia.....	452,000	648,000	963,500	2,063,500	1,904,500	159,000
Idaho.....	75,000	223,000	154,500	452,500	372,000	80,500
Illinois.....	2,339,000	2,458,000	1,227,500	6,025,500	5,912,000	113,500
Indiana.....	1,176,000	1,895,000	1,081,000	3,652,000	3,422,000	230,000
Indian Territory.....	52,000	180,000	209,000	391,000	264,000	127,000
Iowa.....	1,441,000	2,373,000	778,000	4,592,000	4,522,500	69,500
Kansas.....	1,257,000	2,102,000	760,000	4,119,000	4,011,000	108,000
Kentucky.....	552,000	544,000	1,161,000	2,257,000	2,103,500	153,500
Louisiana.....	322,000	398,000	467,000	1,187,000	1,145,000	42,000
Maine.....	553,000	510,000	736,500	1,800,500	1,745,500	55,000
Maryland.....	381,000	280,000	607,000	1,268,000	1,230,000	38,000
Massachusetts.....	1,812,000	509,000	641,500	2,962,500	2,804,500	158,000
Michigan.....	1,624,000	1,440,000	884,000	4,048,000	3,707,500	340,500
Minnesota.....	658,000	933,000	982,000	2,573,000	2,219,000	354,000
Mississippi.....	296,000	519,000	647,500	1,463,500	1,389,500	74,000
Missouri.....	1,221,000	1,745,000	1,153,000	4,119,000	3,903,500	215,500
Montana.....	184,000	161,000	230,000	575,000	542,000	33,000
Nebraska.....	770,000	1,160,000	477,000	2,407,000	1,939,000	468,000
Nevada.....	82,000	119,000	102,500	303,500	284,000	19,500
New Hampshire.....	885,000	321,000	384,500	1,090,500	1,027,000	63,500
New Jersey.....	885,000	238,000	611,000	1,734,000	1,642,500	91,500
New Mexico.....	110,000	174,000	183,000	467,000	399,500	67,500
New York.....	3,565,000	1,854,000	2,177,500	7,596,500	7,537,500	59,000
North Carolina.....	311,000	617,000	1,213,500	2,141,500	2,008,000	133,500
Ohio.....	2,156,000	2,288,000	1,646,000	6,080,000	5,737,500	342,500
Oregon.....	253,000	417,000	420,000	1,090,000	997,000	93,000
Pennsylvania.....	2,350,000	1,678,000	2,746,000	6,773,000	6,447,500	325,500
Rhode Island.....	196,000	56,000	112,000	364,000	364,000	
South Carolina.....	263,000	341,000	562,500	1,166,500	1,107,500	59,000
Tennessee.....	560,000	523,000	1,179,500	2,262,500	2,061,000	201,500
Texas.....	1,155,000	1,613,000	1,123,500	3,891,500	3,648,500	243,000
Utah.....	118,000	185,000	192,000	495,000	428,500	66,500
Vermont.....	262,000	409,000	378,500	1,049,500	1,028,000	21,500
Virginia.....	520,000	532,000	1,565,000	2,557,000	2,354,000	203,000
Washington.....	245,000	336,000	355,500	936,500	775,000	161,500
West Virginia.....	189,000	300,000	818,000	1,307,000	1,213,000	94,000
Wisconsin.....	1,105,000	1,162,000	1,022,500	3,289,500	3,068,000	221,500
Wyoming.....	89,000	65,000	130,500	284,500	255,000	29,500
Total.....	34,200,000	34,972,000	34,607,000	103,829,000	97,886,000	5,943,000

Total increase of 1890 as compared with 1889..... \$5,943,000

* Decrease.

DIVISION OF POST-OFFICE SUPPLIES.

This division furnishes each post-office throughout the country with supplies, divided into classes as follows:

Offices of the fourth class are furnished with 8-ounce letter-balances, facing slips, canceling-ink, stamping-pads, postmarking, rating, and canceling stamps, thirty-eight forms of blanks, and, if the receipts of the office be \$100 or more per annum, with twine and wrapping-paper.

Offices of the third class are furnished, in addition to the above, with thirty-two forms of blanks, 4-pound scales, and, when necessary to weigh second-class matter, 62 and 240 pound scales.

Offices of the first and second classes are furnished, in addition to the above, with test weights, 600-pound scales, or of a greater capacity when necessary, thirty forms of blanks pertaining to the free-delivery system, and with ninety items of stationery.

The Department proper is furnished with one hundred and thirteen items of stationery, blanks, blank-books, labels, records, registers, etc.

WORK DONE BY THE DIVISION.

The number of requisitions briefed, filled, and filed for the various classes of articles furnished for the fiscal year ended June 30, 1890, is shown by the following:

TABLE I.

Twine and wrapping-paper	29, 018
Stamps	18, 070
Scales	7, 708
Blanks and books	122, 346
Canceling-ink and stamping-pads	16, 335
Stationery	4, 341
Total	197, 868

The number of packages, registered packages, sacks, and cases of goods sent out during the same period is shown by the following:

TABLE II.

Packages, ordinary	252, 160
Packages, registered	2, 642
Sacks and cases	31, 727
Total	286, 529

The following table shows the quantity of the principal articles furnished for the fiscal year ended June 30, 1890.

TABLE III.

Blanks	90, 031, 105
Books	180, 130
Facing-slips	432, 692, 640
Marking, rating, and canceling stamps	26, 948
Jute twine	pounds.. 916, 131
Cotton twine	do.. 52, 210
Flax twine	do.. 2, 120
Letter-balances and scales	8, 085
Wrapping-paper	reams.. 35, 180
Canceling-ink	pounds.. 18, 498
Inking pads	18, 429
Letter-heads and follow-sheets	3, 355, 530
Envelopes	1, 965, 637
Card-blotter	sheets.. 121, 548
Card-board	do.. 210, 921

Scratch-blocks	29,206
Slide labels	912,600
Examination cards	805,000
Rubber bands	gross 4,033
Rubber bands	pounds 8,275
Rubber erasers	6,358
Pens	gross 9,837
Pen-holders	70,706
Lead-pencils	173,499
Writing-inks	bottles 11,191
Mucilage	do 5,399
Mucilage and ink-stands	9,273
Sponge-cups and paper-weights	3,782
Steel erasers and envelope knives	4,654
Shears	1,950
Rulers and folders	2,032
Carbon and semi-carbon paper	sheets 73,308
Rubber stamps	3,692
Press copy-books	1,433
Copying and blotting-pads	1,814
Thumb tacks	11,364
Paper-fasteners	127,100
Pen-racks, clips, and letter-files	2,889
Sealing-wax	pounds 4,513
Pins	papers 3,463
Pins	boxes 1,559
Sponge	pounds 332
Shipping tags	103,100

Besides the above, there have been received and disposed of during the same period—

Packages from the Government Printing Office	61,882
Letters not requisitions	6,697

The amount of the more important portions of clerical labor performed is shown by the following table:

TABLE IV.

Entries of record:	
Wrapping paper and twine	28,018
Stamps	18,070
Scales	7,708
Ink and pads	16,385
Order books	2,527
Journals	4,341
Ledgers	4,341
Itemized accounts	30,015
Government Printing-Office accounts	27,723
Accounts kept:	
Itemized	167
Dollars and cents	645
Inspectors' reports	902
Orders on contractors	1,212
Labels and tags written	275,032
Circular letters sent out	25,180
Letters written	6,548
Receipts written	13,467
Memorandum bills filed	3,444
Duplicate bills passed	1,107
Advance exigency allowance to postmasters	1,098
Books of record and press copy-books	56

The appropriations and expenditures for the fiscal year ended June 30, 1890, are shown by the following table, omitting cents for convenience.

TABLE V.

	Appropriations.	Expenditures.
Wrapping paper	\$50,000	\$49,898
Twine	85,000	78,032
Balances and scales	15,000	14,990
Stamps, ink, and pads	35,000	33,308
Stationery, Post-Office Department	11,000	10,991
Stationery, first and second class offices	57,500	51,743
Packing-boxes, sawdust, hardware, etc.	3,000	1,413
Printing facing slips and card slide labels ..	7,000	6,171
Printing	200,000	203,311
Total	463,500	449,857

The sum of the appropriation for the fiscal year ended June 30, 1890, amounted to \$463,500 and the expenditures were \$449,857, about 97 per cent. of the appropriations. This left at the end of the fiscal year \$13,643, in addition to which there was on hand stock as per inventory amounting to \$60,685.21.

TWINE.

There was expended from the appropriation of \$85,000 for wrapping twine the sum of \$78,032 (see Table 5), leaving a balance of \$6,968. There was on hand, as per inventory of July 1, 1890, twine amounting in value to \$15,493.08. The amount of twine issued for the year ended June 30, 1889, was 917,024 pounds, while the amount issued for the present year was 970,461 pounds, showing an increase of 53,437 pounds in the amount used. The natural growth of the service for the past few years shows that the increased amount of twine issued for each fiscal year has averaged over 50,000 pounds.

It is estimated that the sum of \$85,000 will be required to meet the demands of the service for wrapping twine for the fiscal year ending June 30, 1892.

WRAPPING PAPER.

From the total appropriation of \$50,000 there have been expended \$49,898 (see Table 5), leaving to the credit of the appropriation \$102. There was on hand, as per inventory of July 1, 1890, paper amounting in value to \$4,405.44. There were 7,284 reams of paper furnished in excess over the previous year. The greatest increase was for the Railway Mail Service and facing slips. By reference to Table 3, it shows that 432,692,640 facing slips were furnished against 327,659,840 for the year ended June 30, 1889, an increase of 105,032,800 facing slips, equal to 6,079 reams of paper. This shows the large and steady growth of the postal service and the demand for these papers.

It is estimated that an increase of this appropriation to \$60,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1892.

STAMPS, INK, AND PADS.

The appropriation for stamps, ink, and pads for the fiscal year ended June 30, 1890, was \$35,000; the expenditures were \$33,308 (see Table

5), leaving a balance to the credit of the appropriation of \$1,692. This service is constantly increasing by the continual establishment of new offices, together with the natural growth of the service, and the demand for these articles increases year by year.

It is estimated that \$40,000 will be required for the service for the fiscal year ending June 30, 1892.

LETTER BALANCES AND SCALES.

Table 5 shows, from the appropriation of \$15,000 for letter-balances and scales, an expenditure of \$14,990, leaving to the credit of the appropriation \$10. Letter-balances of 8 ounces capacity are furnished to every post-office; 4-pound balances in cases where the receipts of the office reach \$400 per annum; and 62, 240, or 600 pound scales to offices where second-class matter is received. Taking into consideration the natural wear and tear upon scales which have been in service for a year or more, the constant growth of the service, and the continued establishment of new offices, it is deemed prudent to ask that the sum of \$18,000 be appropriated to meet the demands of the service for the year ending June 30, 1892.

STATIONERY, FIRST AND SECOND CLASS OFFICES.

The appropriation for stationery for offices of the first and second classes for the year ended June 30, 1890, was \$57,500; from this amount there have been expended \$51,743, leaving a balance to the credit of the appropriation of \$5,757. The demands on this service are constantly increasing by the establishment of new second-class offices. Since July 1, 1890, 56 new offices requiring stationery have been established, making a total of 675 offices to be supplied, as against 619 furnished during the fiscal year ended June 30, 1890.

I therefore ask that \$57,000 be appropriated to meet the demands of this service for the year ending June 30, 1892.

STATIONERY, POST-OFFICE DEPARTMENT.

From the appropriation of \$11,000 for the purchase of stationery and free penalty-envelopes there were expended \$10,991 (see Table 5), leaving a balance of \$9. The increased expenditures for this service over the previous fiscal year were \$1,486. The continued growth of the other services necessarily makes an increased demand on this appropriation in the issuance of stationery; especially is this the case in the items of papers and envelopes. As will be seen Table 3 shows 173,120 letter-heads and 78,137 envelopes more were used than during the previous fiscal year. In consideration of the fact that this appropriation was exhausted before June 30, 1890, it is deemed essential that there should be an appropriation of \$13,000 to meet the demands of the service for the fiscal year ending June 30, 1892.

FACING SLIPS, CARD-SLIDE LABELS, BLANKS, AND BOOKS.

From the appropriation of \$7,000 for the purchase of the above-named articles, \$6,171 have been expended, leaving a balance of \$829. This was the first appropriation for the above-named articles, and good results, both to the service and the labor attached in the performance of the same, have been apparent. I regard it as a very important one,

and deem it essential to the service. The creating of each new first and second class office makes an additional drain upon this appropriation; over 50 new offices were established July 1, 1890, and taking that as a basis for the next year's increase, I ask that \$8,000 be appropriated for the printing of facing slips, card-slide labels, blanks, and books of an urgent nature for first and second-class offices for the fiscal year ending June 30, 1892.

PACKING-BOXES, SAWDUST, PASTE, AND HARDWARE.

From the appropriation of \$3,000 for the purchase of the above-named articles, there has been expended the sum of \$1,413, leaving a balance to the credit of the appropriation of \$1,587. The past fiscal year being the first to apply this appropriation (the requirements under the same now being more definitely known), it is believed that a smaller amount will answer the purpose.

I therefore ask that \$2,000 be appropriated for the purpose of purchasing packing-boxes, sawdust, paste, and hardware.

PRINTING AND BINDING.

The regular appropriation for printing and binding for the fiscal year ended June 30, 1890, was \$200,000, to which the Public Printer was obliged to make a further allotment of \$14,903.12.

From this appropriation there have been furnished by the Public Printer, 90,209,316 blanks, books, etc. (see Table 5), at a cost of \$203,311.90, the amount of memorandum bills as furnished by the Public Printer.

Three hundred and twenty-five requisitions, amounting to \$10,247.27, in addition to the amount shown as furnished, were made upon the Public Printer before the expiration of the fiscal year, but were held up by that officer as unfinished and carried over to the appropriation for the fiscal year ending 1891. For the fiscal year 5,230 requisitions were made on the Public Printer, against 4,581 requisitions during the previous year and 5,048 for the second previous year.

It is estimated that an appropriation of \$285,000 will be required to meet the demands of the service for the fiscal year ending June 30, 1892, in view of the increasing demands likely to be made upon the appropriation for printing and binding from the natural growth of the service, and from the further fact that the Public Printer requires a large percentage of the appropriation for his current expenses.

Estimate of appropriations for the fiscal year ending June 30, 1892.

Wrapping and facing-slip paper	\$60,000
Wrapping twine	85,000
Letter balances and scales	18,000
Postmarking, rating and canceling stamps, ink and pads	40,000
Stationery, first and second classes	57,000
Stationery and free penalty envelopes, Post-Office Department	13,000
Printing facing slips, card-slide labels, etc.	8,000
Packing-boxes, sawdust, and hardware	2,000
Printing and binding	285,000
Total	568,000

The present clerical force of this division consists of 21 clerks, messengers, and laborers. Table 5 shows that articles to the value of

\$449,857 were received for the year ended June 30, 1890. To handle and account for the articles representing this amount, consisting of thousands of tons and millions of articles, in a prompt and accurate manner requires an amount of manual and clerical work that the present force is scarcely able to perform. Year by year this labor is constantly increasing, and by referring to the amounts expended for the last few years it will be seen that for the fiscal year ended June 30, 1887, \$331,738; June 30, 1888, \$454,450; June 30, 1889, \$412,444, and June 30, 1890, \$449,857 were expended, respectively. Upon this showing for the past four years it will be seen that the money consideration for the fiscal year ended June 30, 1890, is \$118,119 in excess of that of the year ended June 30, 1887.

To receive and disburse the articles representing this amount, in this business as in any other, must necessarily require a sufficient force to properly and accurately perform the duties. Every precaution and care is taken in conducting this business; separate records of each appropriation are kept in detail, and transcripts furnished to the book-keeper of the division, who keeps an official itemized account, showing item numbers, description of goods, post-office and State, date of requisition, date filled, and quantity sent; also a dollar-and-cent account, both in journal and ledger form, with each post-office of the first and second classes, and with each bureau of the Post-Office Department proper, detailed records of appropriations and expenditures are kept, showing date of passing the bill, number of voucher, number of order, and to whom paid. Inventory books show the precise quantity of each item and value thereof on hand each June 30.

The division of post-office supplies differs materially from the other divisions of the Department. It supplies the Post-Office Department, the railway-mail service, the inspectors-in-charge, 675 post-offices of the first and second class, and the 60,000 third and fourth class post-offices throughout the country with the articles necessary to properly conduct the business of the postal service. It represents in each and every respect a mercantile house doing a business annually equal to the amount expended from the several appropriations granted by Congress for this purpose, aggregating for the past fiscal year \$463,500. It necessitates keeping in stock at all times sufficient supplies to meet the demands made by the various branches of the service that are supplied from this source.

Not only does this division conduct the business covered by appropriations made to the First Assistant Postmaster-General, but also that made to the Postmaster-General, for stationery and free penalty envelopes, and for printing and binding, thus virtually being under the direction of two officials. Since the establishment of a "blank agency," as it was formerly termed, the appropriations have rapidly increased, and for the past fiscal year the total amount of the appropriations for which the superintendent of the division was held accountable was \$463,500, an increase of 250 per cent.

To illustrate the increase in the volume of business done by this division, I will present the increase per cent. of requisitions received and some of the principal articles furnished for the year ended June 30, 1888, over that of June 30, 1887, and that of June 30, 1890, over that of June 30, 1889.

For the year ended June 30, 1888, the increase over the previous year was 24 per cent. in requisitions for wrapping paper and twine; 32 per cent. for blanks and books; 40 per cent. in the number of all requisitions

received; 18 per cent. in the number of packages sent out; and the average increase for packages, cases, sacks, and registered packages was 23 per cent.; for blanks furnished, $7\frac{1}{2}$ per cent.; for wrapping paper, 11 per cent. and the increase of eleven principal articles was 44 per cent.

For the year ended June 30, 1890, the increase over the year ended June 30, 1889, was 15 per cent. in requisitions for wrapping paper and twine; 14 per cent. for blanks and books, and 7 per cent., in the number of all requisitions received; 3 per cent. in the number of packages sent out; and the average increase for packages, cases, sacks, and registered packages was 3 per cent.; for blanks furnished, 3 per cent.; wrapping paper, 26 per cent.; and the increase of eleven principal articles was 31 per cent. This clearly indicates the rapid growth of the service and the increased demands made upon the division.

THE FREE-DELIVERY SYSTEM.

NEW FREE-DELIVERY OFFICES.

The number of free-delivery offices at the close of the fiscal year was 454, an increase over the preceding year, ended June 30, 1889, of 53.

The following were the new offices established:

Arkansas City, Kans.	Geneva, N. Y.	Oberlin, Ohio.
Albion, Mich.	Green Bay, Wis.	Pasadena, Cal.
Aspen, Colo.	Hazleton, Pa.	Peekskill, N. Y.
Amesbury, Mass.	Ionia, Mich.	Quincy, Mass.
Asheville, N. C.	Johnstown, N. Y.	Sing Sing, N. Y.
Anniston, Ala.	Jefferson City, Mo.	South Omaha, Nebr.
Butte City, Mont.	Kearney, Nebr.	South Norwalk, Conn.
Biddeford, Me.	Kankakee, Ill.	St. Cloud, Minn.
Bennington, Vt.	Lock Haven, Pa.	St. Johnsbury, Vt.
Brunswick, Ga.	Madison, Ind.	Santa Rosa, Cal.
Corry, Pa.	Medford, Mass.	Shenandoah, Pa.
Creston, Iowa.	Menominee, Mich.	Trinidad, Colo.
Clinton, Mass.	Mount Vernon, N. Y.	Urbana, Ohio.
East Liverpool, Ohio.	Mont Clair, N. J.	Wausau, Wis.
Fresno, Cal.	Marion, Ind.	Westfield, Mass.
Flushing, N. Y.	Niagara Falls, N. Y.	Washington, Pa.
Fostoria, Ohio.	Norwich, N. Y.	Ypsilanti, Mich.
Fort Madison, Iowa.	Oak Park, Ill.	

INCREASE IN CARRIERS' APPROPRIATION, ETC.

The number of additional carriers appointed during the year was 809, thus increasing the number in the service June 30, 1889, of 8,257 to 9,066 June 30, 1890.

The appropriation for the service was \$8,000,000, and the total cost \$7,976,202.72, leaving an unexpended balance of \$23,797.28.

COMPARATIVE RESULTS FOR 1889 AND 1890.

The aggregate results of the operations of the free-delivery system for the fiscal year ended June 30, 1890, and a comparison with the preceding year, ended June 30, 1889, are given in the following table:

Aggregate results of the free-delivery service for the fiscal year ended June 30, 1890.

	1889.	1890.	Increase.	Per cent.
Number of offices.....	401	454	53	13.21
Number of carriers.....	8,257	9,066	809	9.79
Registered letters delivered.....	4,523,564	4,734,538	210,974	4.66
Letters delivered.....	1,053,920,529	1,145,486,531	91,566,002	8.68
Postal-cards delivered.....	253,223,124	252,464,982	*728,142	*0.28
Newspapers, etc., delivered.....	491,585,219	530,479,753	38,894,533	7.91
Letters collected.....	884,664,554	952,098,411	67,433,857	7.62
Postal-cards collected.....	260,267,041	253,784,823	*6,482,218	*2.49
Newspapers, etc., collected.....	137,611,509	158,210,659	20,599,150	14.99
Whole number of pieces handled.....	3,085,865,540	3,297,259,696	211,454,156	6.85
Pieces handled per carrier.....	378,720	363,695	10,025	*2.68
Total cost of service, including post-office inspectors.....	\$6,967,841.80	\$7,976,202.72	\$1,018,260.82	14.63
Average cost per carrier.....	839.45	876.88	37.43	4.45
Average cost per piece.....	mills 2.2	2.4	0.2	9.09
Amount of postage on local matter.....	\$9,538,821.82	\$10,184,764.42	\$647,842.60	6.79
Excess of postage on local matter over total cost of service.....	2,578,979.92	2,208,561.70	*370,418.22	*14.36

* Decrease.

EXCESS OF LOCAL POSTAGE OVER COST OF SERVICE.

The local postage exceeded the cost of service in 35 of the 454 offices (being 1 less than the preceding year), as shown by the following table:

Post-offices at which the local postage exceeded the cost of the service.

Name of office.	State.	Receipts from local postage.	Cost of carrier service.	Net gain.
Aspen.....	Colorado.....	\$1,612.23	\$1,353.62	\$258.61
Atlanta.....	Georgia.....	26,494.49	22,849.98	4,144.51
Baltimore.....	Maryland.....	318,940.08	316,661.01	102,379.07
Birmingham.....	Alabama.....	13,068.34	6,709.12	6,359.22
Boston.....	Massachusetts.....	1,119,105.36	428,876.82	690,238.54
Brooklyn.....	New York.....	540,678.55	342,782.28	97,196.27
Chicago.....	Illinois.....	720,811.33	539,996.34	180,814.99
Cincinnati.....	Ohio.....	185,056.35	149,778.81	35,277.54
Cleveland.....	do.....	91,755.62	91,568.98	156.64
Colorado Springs.....	Colorado.....	5,722.18	3,711.60	2,010.58
Denver.....	do.....	70,284.67	26,836.54	33,448.13
Hartford.....	Connecticut.....	44,386.61	25,199.19	19,137.42
Leavenworth.....	Kansas.....	9,270.58	7,314.18	1,956.40
Little Rock.....	Arkansas.....	10,515.72	7,465.62	3,050.20
Lowell.....	Massachusetts.....	21,920.39	21,909.32	11.67
Minneapolis.....	Minnesota.....	88,414.74	70,489.22	9,925.52
Montgomery.....	Alabama.....	6,012.58	5,210.27	802.26
Newark.....	New Jersey.....	71,901.50	67,141.13	4,760.37
New Haven.....	Connecticut.....	41,135.85	33,473.88	7,661.97
New Orleans.....	Louisiana.....	98,342.56	82,442.83	15,899.77
New York.....	New York.....	2,721,286.57	1,032,123.72	1,689,142.85
Omaha.....	Nebraska.....	69,186.45	38,988.34	30,198.11
Philadelphia.....	Pennsylvania.....	1,192,700.40	689,235.05	503,465.35
Pittsburgh.....	do.....	129,860.50	94,399.01	35,461.49
Providence.....	Rhode Island.....	53,999.74	49,191.60	4,808.14
St. Louis.....	Missouri.....	407,762.96	226,775.29	180,987.67
St. Paul.....	Minnesota.....	75,583.26	70,705.46	4,877.80
Salt Lake City.....	Utah.....	8,200.42	7,750.48	449.94
San Francisco.....	California.....	178,741.53	155,801.55	23,939.98
Seranton.....	Pennsylvania.....	19,321.75	17,966.82	1,254.93
Seattle.....	Washington.....	11,660.63	9,502.88	2,157.15
Tacoma.....	do.....	10,800.07	8,331.90	2,468.17
Troy.....	New York.....	27,757.65	27,422.12	335.50
Wilkes Barre.....	Pennsylvania.....	18,647.35	13,491.39	555.96
Yonkers.....	New York.....	13,897.85	10,329.01	3,068.84

GROWTH OF THE SYSTEM.

The details of the growth of the free-delivery system from its inauguration July 1, 1863, to June 30, 1890, inclusive, are given in the following table:

Growth of the free-delivery service from its inauguration, July 1, 1863.

Year.	Number of offices.	Number of carriers.	Cost of service.	Postage on local matter.	Excess of cost.	Excess of postage on local matter.
1863-'64	66	685	\$317,063.20			
1864-'65	45	757	448,664.51			
1865-'66	46	863	589,236.41			
1866-'67	47	943	699,934.34			
1867-'68	48	1,198	995,934.59			
1868-'69	48	1,246	1,183,915.31			
1869-'70	51	1,362	1,230,079.85	\$681,864.70	\$548,215.15	
1870-'71	52	1,419	1,353,923.23	758,120.78	595,802.45	
1871-'72	52	1,443	1,385,965.76	907,351.93	478,613.83	
1872-'73	52	1,498	1,422,485.48	1,112,251.21	310,244.27	
1873-'74	87	2,049	1,802,696.41	1,611,481.66	191,214.75	
1874-'75	87	2,195	1,880,041.99	1,947,599.54		\$67,517.55
1875-'76	87	2,269	1,961,186.51	2,065,561.73		84,375.22
1876-'77	87	2,265	1,893,619.85	2,254,597.83		360,977.98
1877-'78	87	2,275	1,824,166.96	2,452,251.51		628,084.55
1878-'79	88	2,359	1,947,706.61	2,812,523.86		864,771.14
1879-'80	104	2,688	2,363,693.14	3,008,797.14		705,104.00
1880-'81	109	2,861	2,499,911.64	3,273,630.39		773,718.85
1881-'82	112	3,115	2,623,262.74	3,816,576.09		1,193,313.36
1882-'83	154	3,680	3,173,326.51	4,195,230.52		1,021,904.01
1883-'84	159	3,890	3,504,206.52	4,778,494.87		1,274,278.35
1884-'85	178	4,358	3,985,952.55	5,281,721.10		1,295,768.55
1885-'86	181	4,841	4,312,806.70	5,839,242.97		1,526,936.27
1886-'87	189	5,310	4,618,692.07	6,691,253.69		2,072,561.62
1887-'88	358	6,346	5,422,356.96	7,721,689.16		2,299,332.80
1888-'89	401	8,267	6,957,941.90	9,536,921.82		2,578,979.92
1889-'90	454	9,066	7,976,202.72	10,184,764.42		2,208,561.70

LOCAL POSTAGE AND PIECES OF MAIL HANDLED.

The free-delivery system was inaugurated July 1, 1863, and during eleven years the receipts from local postage were less than the cost of the service, and it did not become self-sustaining until June 30, 1875, when a credit balance was shown of \$67,517.55, and on June 30, 1890, it had increased to \$2,208,561.70.

The local postage for the year ending June 30, 1870, amounted to \$681,864.70; June 30, 1880, \$3,068,797.14; and June 30, 1890, \$10,184,764.42.

In 1870 the number of pieces of mail handled was 245,267,549; in 1880, 932,121,843; in 1890, 3,297,259,696.

The rate of increase, as shown by these figures, will give some idea of the possibilities at the end of the next decade and the enormous results which will then be exhibited in every feature of this service.

DIVERSE RESULTS AND EXPLANATION.

The tables in this report exhibit diverse results at different offices in regard to number of pieces handled, cost per piece in mills, cost of the service, disproportionate number of carriers to the population and business done, and other irregular features of the service, which are due to a variety of causes, among which the following may be stated:

The physical and geographical conditions of the territory to be served, such as streams to cross and hilly and broken ground to traverse; the amount of sparsely-settled country and the number of large estates on

the carriers' routes; the large area of territory served; the climate; the time of arrival and departure of mails and the quantity to be handled; the number of individual letters and pieces, and of packages of mail containing numerous letters and other matter to one address and delivered in bulk to business houses and manufacturing establishments; the failure in many cases to obtain a correct count rather than a very liberal estimate of pieces handled; the time required to make the service efficient at offices recently established; the number and capacity of tenement houses; the compactness of some cities where a large business is done, and the number of dwellings in other cities more particularly occupied for residences, where a small amount of business mail is handled. Every effort is being made by the inspectors and the superintendent to correct all inequalities, and examinations of free-delivery offices are constantly being made with a view to secure a correct count of local postage and number of pieces of mail handled, and also provide a satisfactory service to the patrons of every office.

CHANGES IN EXISTING LAWS RECOMMENDED.

The present law provides for the establishment of the free-delivery system, in the discretion of the Postmaster-General, at "every place containing a population of not less than 10,000 within its corporate limits according to the last general census taken by authority of State or United States law, or at any post-office which produced a gross revenue for the preceding fiscal year of not less than \$10,000." There is a demand for the extension of the service to places having a smaller population and revenue, and an amendment of the law is recommended so as to include, in the discretion of the Postmaster-General, all places which have a population as shown by the last State or United States census of 5,000, or the post-offices of which produced a gross revenue for the preceding fiscal year of at least \$7,000. The law at present does not provide sufficient allowances for third-class offices to warrant a satisfactory free-delivery service, and in case the amendment above referred to should be approved and authorized by Congress, some provision for clerk-hire allowance to this class of offices, to take effect when the free-delivery service shall be established, is respectfully recommended.

The law now in force makes no distinction in salaries between letter carriers and collectors of mail-matter, while in case of the former a higher intelligence is necessary in the performance of the duties required. The collection service, however, requires only men of good character and of the requisite physical ability, for which \$600 per annum would be an adequate compensation. Now all are treated alike, and promotions of collectors are made from \$600 to \$800, \$850, and \$1,000 per annum, the same as of delivery carriers. The carriers become more efficient and are able to handle and deliver their mail with greater facility from year to year, while the collectors can perform, as a rule, as satisfactory service the first year as afterwards. The creation by law of a class of collectors with a salary of \$600 per annum, and not subject to promotion, would enable the Department to separate the deliveries and collections at all the large offices and thus insure better results in both branches at a decreased cost. It is not intended to recommend a reduction of the salaries of old carriers who may be performing collection service at the time the law shall take effect, or prevent their promotion under existing law. Provision should be made for new men who shall be required for collection service only, at a salary of \$600 per annum, from and after a given date.

The law now provides for a leave of absence with pay, of fifteen days in each year, for letter carriers. If absent for any cause in excess of that time their routes are served by substitutes, who receive the pay of the carriers. Carriers occasionally become disabled by accident or severe illness and are unable to resume their duties for several days or weeks, which, in case of poor men, may result in much hardship. I think the law should be so amended as to provide for payment in such cases out of the regular appropriation for this service of the salary now fixed by law, for a limited time, to those whose disabilities have been incurred in the line of duty.

THE EIGHT-HOUR LAW.

By the act of May 24, 1888, limiting the time of service of letter carriers to eight hours per day and providing for payment for time employed in excess thereof, the annual expenses of the free-delivery service have been largely increased. Although the whole service has been reorganized in compliance with its provisions, on account of the increasing business additional carriers are constantly being applied for by postmasters, to enable them to keep within the law. Frequent changes in the schedules are necessary and inspectors are obliged to devote a considerable portion of their time to this work.

The claims upon the Department for overtime will be made every year, as long as the law remains in force with its present legal construction. It does not provide an average service of eight hours for any period, and while full payment of the fixed salary is required where the service is performed within a less number of hours, as is often the case when the mail to be handled is light, or fails to arrive on account of storms or blockades, an excess of time over eight hours on any day, however short the period, entitles the carrier to payment pro rata.

Congress having failed to provide additional clerks to enable this office to promptly settle these claims for overtime, and the necessity for a careful examination of them requiring, in many cases, much correspondence with postmasters and claimants, will necessarily delay their adjustment. The business connected with the free-delivery division is now so large as to require the entire time of the present force of clerks in the current work of the office, which is accumulating and increasing beyond their ability to perform satisfactorily.

FREE-DELIVERY STATIONS.

The number of free-delivery stations in operation at the close of the fiscal year was 288, and the number established during the fiscal year was 90. These stations are for the accommodation of the people remote from the post-office, and generally have money-order and registration facilities and for the sale of postal supplies, and many have, in addition, a direct service to the people by letter carriers. These stations relieve the main office and increase the postal revenues and should be judiciously increased in number as the necessity for them becomes apparent.

EQUIPMENT.

The equipment for this service at the close of the fiscal year, June 30, 1890, consisted of 9,066 regular letter carriers, about 3,000 uniformed substitutes and 706 horses. The annual running expense at that date was \$101,586.68 for car-fare for use of carriers, and \$188,529.30 for horse-hire for mounted men and for wagon service.

ESTIMATES AND APPROPRIATIONS.

The estimates, appropriations, and expenditures for the free-delivery service for the past two years were as follows :

	1888-'89.	1889-'90.	Increase.
Estimates	\$7,000,000.00	\$8,095,050.00	\$1,095,050.00
Appropriations.....	7,000,000.00	8,000,000.00	1,000,000.00
Expenditures.....	6,987,941.90	7,978,202.72	1,018,260.82

The appropriation for the current fiscal year is \$9,094,485.

ESTIMATE FOR THE FISCAL YEAR COMMENCING JULY 1, 1891, AND ENDING JUNE 30, 1892.

The annual pay of carriers in the service June 30, 1891, subject to the usual changes, will be as follows :

1,400 carriers, at \$600 each.....	\$840,000
613 carriers, at \$800 each.....	490,000
3,450 carriers, at \$850 each.....	2,932,500
4,603 carriers, at \$1,000 each.....	4,603,000
10,066.....	8,865,500

To which is to be added :

For promotion of 2,013 carriers under act of August 2, 1882	\$311,742
Additional carriers (equal to 450 for full year).....	270,000
Pay of substitutes for carriers on vacation (10,066).....	251,650
Pay of substitutes for additional carriers on vacation (450).....	11,250
Pay of temporary carriers.....	2,500
Pay of substitutes for holidays and emergencies.....	2,500
Incidental expenses.....	375,000
To classify carriers at additional first-class free-delivery offices under act of January 3, 1887.....	50,000
Post-office inspectors.....	27,000
	10,167,542
Credit by change in grade of carriers.....	75,000

Total..... 10,092,542

The pay of carriers on June 30, 1891, as above given, is ascertained by adding to the salaries at this date (October 29, 1890,) the increased pay of those who will be entitled to promotion under act of August 2, 1882, and by adding to the number of \$600 men the additional carriers that will be needed for new offices and the present service prior to June 30, 1891.

The carriers in the service June 30 next, whose salaries will then be \$600 and \$800 (2,013 in number) will be entitled to promotion during the fiscal year commencing July 1, 1891, under the act of August 2, 1882. The amount required for this purpose, viz, \$311,742, has been ascertained from the promotion register.

The sum of \$270,000 for additional carriers is to provide for the extension of the service and the increase of business at present offices (500 in number) and also at additional offices to be established during the fiscal year under act of January 3, 1887.

The amount required to pay for substitutes for carriers on vacation (\$262,900) is in accordance with act of June 27, 1884, which grants a leave of absence of fifteen days during the fiscal year to each letter carrier, without loss of pay.

The item of \$2,500 for pay of substitutes is to cover emergencies, such as large accumulations of mail during the election and holiday seasons.

The item of \$2,500 for temporary carriers is for the employment of an additional force at watering places and summer resorts.

The estimate for incidental expenses (\$375,000) is for horse-hire, carfare, wagon service, letter-boxes, satchels, furniture, and all other expenses in connection with the service not enumerated above.

The item of \$27,000 for pay of post-office inspectors covers the amount to be paid out of the free-delivery appropriation by direction of the Postmaster-General. The amount paid last year was \$26,440.

The amount estimated (\$50,000) is to pay for classification of carriers at additional first-class free-delivery offices under act of January 3, 1887, which provides that cities having a population of 75,000 or more may have three classes of letter carriers with salaries named therein. Thus far the official census shows that twelve cities come within the law, and the classification of these will cost \$44,900.

Of the amount of estimate (\$10,092,542) the sum of \$9,786,292 will be required by operation of law, the increase being \$306,250, viz: For additional carriers, \$270,000; additional substitutes, \$11,250; additional amount for incidental expenses, \$25,000.

Additional information showing the operations in detail at every free-delivery office will be found in the tabulated statement marked Table A, appended to this report.

CONCLUDING REMARKS.

The foregoing is a résumé of the work of the various divisions of this office for the fiscal year ended June 30, 1890, with such recommendations as my brief connection therewith enables me to make. The duties of the office have been too recently assumed to permit me to discuss intelligently any questions vitally affecting the policy of the branch of the service assigned to the office of the First Assistant. Longer experience and more thorough familiarity with the work of the several divisions will enable me to lay before you in a subsequent report, or from time to time as may be most advisable, suggestions tending to promote the efficiency of this branch of the Post-Office Department.

Very respectfully,

S. A. WHITFIELD,
First Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the amount amount of postage on local matter dur

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
1	Abilene, Kans.	3	587	258,549	47,085	246,973	20,635	117,036
2	Adrian, Mich.	6	1,210	375,691	84,643	298,125	19,152	187,926
3	Akron, Ohio.	12	4,174	1,356,799	277,094	970,282	98,207	1,093,746
4	Albany, N. Y.	44	12,837	4,952,398	877,614	2,403,318	510,437	2,624,504
5	Albion, Mich.	3	389	120,105	28,001	121,117	1,953	72,205
6	Alexandria, Va.	4	2,040	368,810	96,171	216,666	13,028	275,679
7	Allegheny, Pa.	27	20,744	3,949,809	804,817	2,173,558	561,335	2,908,035
8	Allentown, Pa.	11	3,168	1,132,914	241,051	526,288	73,816	720,412
9	Alton, Ill.	5	1,091	497,776	90,970	296,979	18,727	195,085
10	Altoona, Pa.	10	1,847	1,013,393	170,568	653,879	47,077	393,253
11	Amesbury, Mass.	5	189	142,311	24,396	91,867	9,077	51,823
12	Amsterdam, N. Y.	7	1,163	482,536	71,592	264,817	22,508	237,860
13	Annapolis, Md.	3	818	220,040	40,194	166,248	8,707	111,916
14	Ann Arbor, Mich.	7	1,527	780,132	128,629	632,302	25,614	428,983
15	Annisston, Ala.	4	186	82,026	14,257	27,949	6,374	72,628
16	Ansonia, Conn.	5	598	245,171	43,041	181,691	7,864	78,698
17	Appleton, Wis.	5	1,099	318,735	59,506	264,439	7,282	183,900
18	Arkansas City, Kans.	4	708	297,788	37,318	168,434	4,772	100,664
19	Asbury Park, N. J.	4	777	334,052	45,689	195,449	2,899	271,019
20	Asheville, N. C.	5	434	123,139	17,070	77,236	6,145	101,871
21	Ashland, Wis.	6	1,247	463,284	57,473	304,043	24,488	256,886
22	Aspen, Colo.	3	659	181,534	14,789	147,346	31,261	198,535
23	Atchison, Kans.	9	2,143	1,156,241	277,648	749,708	89,752	524,448
24	Atlanta, Ga.	30	31,629	4,023,264	902,050	2,951,560	280,722	3,235,880
25	Atlantic City, N. J.	2	3,898	824,589	134,118	506,100	16,760	557,069
26	Auburn, Me.	5	1,144	237,585	64,577	168,454	2,455	98,043
27	Auburn, N. Y.	15	4,436	1,368,602	254,570	865,373	104,412	886,286
28	Augusta, Ga.	17	11,081	3,304,141	1,139,095	2,233,992	136,439	1,061,178
29	Augusta, Me.	7	24,146	990,540	161,160	250,826	21,780	478,839
30	Aurora, Ill.	9	2,067	809,795	168,635	681,375	47,504	525,176
31	Austin, Tex.	8	1,913	1,069,181	180,906	801,855	44,453	551,942
32	Baltimore, Md.	226	96,893	16,822,871	4,627,932	7,948,501	7,513,497	15,238,142
33	Bangor, Me.	9	3,164	647,598	105,164	467,038	44,371	528,249
34	Batavia, N. Y.	5	639	245,863	44,356	186,395	8,912	87,667
35	Bath, Me.	4	75	246,360	32,360	152,032	7,066	160,211
36	Battle Creek, Mich.	8	2,660	864,798	161,834	491,386	15,305	267,257
37	Bay City, Mich.	11	5,431	1,581,369	265,635	1,164,449	118,346	666,110
38	Bayonne, N. J.	7	1,443	349,061	62,052	180,320	20,026	173,896
39	Beatrice, Nebr.	4	484	300,314	57,117	262,690	7,475	144,205
40	Beaver Falls, Pa.	5	899	296,441	68,226	196,127	8,012	136,608
41	Belleville, Ill.	7	1,933	351,527	78,441	434,586	12,163	178,371
42	Bennington, Vt.	3	394	115,706	13,727	83,765	3,863	40,623
43	Bethlehem, Pa.	4	1,419	337,624	70,161	256,132	16,012	135,001
44	Beverly, Mass.	5	1,713	404,771	71,429	249,171	17,346	191,529
45	Biddeford, Me.	5	247	74,274	11,671	66,459	2,081	44,901
46	Binghamton, N. Y.	15	5,350	1,543,434	274,787	901,084	109,839	904,544
47	Birmingham, Ala.	11	3,704	1,186,776	192,885	490,609	118,452	1,015,601
48	Birmingham, Conn.	6	1,075	490,606	83,077	213,783	29,582	181,405
49	Bloomington, Ill.	11	6,141	1,065,672	223,932	1,144,310	42,994	530,469
50	Bozton, Mass.	451	165,341	62,669,485	14,096,614	25,576,675	27,840,271	47,214,885
51	Bradford, Pa.	6	2,428	722,241	150,923	472,521	38,398	321,056
52	Brattleboro, Vt.	5	2,829	382,470	76,205	297,643	22,908	293,916
53	Bridgeport, Conn.	18	5,174	1,617,306	304,891	888,609	190,024	931,616
54	Brighton, N. J.	5	1,086	351,640	61,223	197,558	11,444	168,722
55	Brockton, Mass.	11	1,865	891,524	212,075	676,389	57,007	418,691
56	Brooklyn, N. Y.	361	106,188	38,504,465	11,175,194	17,591,052	11,077,327	16,461,002
57	Brunswick, Ga.	5	23	54,386	6,501	23,943	5,752	37,323
58	Buffalo, N. Y.	104	86,817	15,529,064	3,048,781	7,970,330	2,822,718	6,913,678
59	Burlington, Iowa.	12	4,596	1,062,508	231,285	807,100	73,044	985,709
60	Burlington, Vt.	9	4,301	1,123,481	175,396	747,237	102,085	891,495
61	Butte City, Mont.	5	1,261	257,029	19,587	165,756	25,889	180,759
62	Cairo, Ill.	6	4,528	478,714	105,505	203,002	47,991	538,927
63	Camden, N. J.	26	5,486	1,866,522	504,008	1,155,119	197,869	879,089
64	Canton, Ohio.	11	3,702	1,329,395	236,470	943,512	90,457	855,938
65	Carlele, Pa.	4	1,290	398,496	72,053	379,757	15,084	184,669
66	Carthage, Mo.	2	179	84,871	16,239	76,450	7,234	96,515
67	Cedar Rapids, Iowa.	9	2,344	651,554	111,980	464,562	15,013	273,770
68	Chambersburgh, Pa.	4	618	232,887	50,464	225,461	7,586	153,555
69	Champaign, Ill.	4	559	288,568	63,707	280,835	4,004	83,224
70	Charleston, S. C.	22	17,194	2,341,820	538,973	774,070	198,694	1,775,735
71	Charleston, W. Va.	3	2,277	223,534	33,315	95,953	13,083	131,253
72	Charlotte, N. C.	5	1,272	383,111	86,684	269,183	7,161	106,124
73	Chattanooga, Tenn.	14	11,725	1,849,422	331,475	1,141,942	151,945	1,220,874

* Established October 1, 1839.

† Established January 1, 1890.

‡ Established July 1, 1889.

FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 241

of mail delivered and collected, the number of pieces handled, the cost of service, and the ing the fiscal year ended June 30, 1890.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mils.	
14,703	20,474	25,015	751,057	250,352	\$2,384.51	\$798.17	3.2	\$850.03
10,359	40,045	15,104	1,032,255	172,042	5,392.27	898.71	5.2	892.26
47,358	237,399	379,487	4,484,546	373,045	10,523.54	876.85	2.3	4,143.05
261,463	398,500	306,518	12,351,678	280,720	37,956.54	862.65	3.0	21,272.98
1,758	14,169	45,141	404,838	134,046	1,570.36	523.45	3.5	233.78
3,329	80,505	20,176	1,078,494	269,123	3,433.17	838.29	3.1	424.20
274,426	542,474	290,917	11,548,114	426,893	24,885.92	921.70	2.1	28,621.70
23,688	204,957	58,141	2,983,935	271,267	8,810.32	800.94	3.0	2,193.96
12,867	39,887	14,320	1,167,692	235,538	3,248.59	690.72	3.0	1,717.29
19,588	64,870	20,237	2,384,740	238,474	8,573.14	897.81	3.5	2,679.92
2,298	6,739	3,622	332,317	66,463	1,858.79	267.76	5.5	739.76
11,506	32,697	22,119	1,146,798	163,828	5,245.87	749.41	4.5	2,025.51
1,625	21,965	8,975	580,488	193,496	2,624.38	874.79	4.5	435.36
10,358	62,390	30,601	2,090,539	298,644	6,037.99	882.57	2.9	1,568.81
2,792	11,858	7,578	225,645	56,411	980.94	247.48	4.3	372.98
6,366	12,491	12,591	588,501	117,700	4,113.80	832.78	7.0	1,232.59
5,262	21,763	9,182	891,248	178,250	4,119.03	823.81	4.6	1,176.75
2,123	12,879	5,450	631,134	157,783	2,803.34	700.83	4.4	1,399.87
2,296	31,845	20,439	904,865	226,216	2,468.24	687.06	3.8	906.21
2,954	10,534	6,339	345,722	99,144	1,772.48	354.49	5.1	629.58
8,819	26,088	11,245	1,153,507	192,261	5,191.42	885.24	4.5	1,443.49
13,845	15,323	13,846	617,280	305,760	1,353.62	461.21	2.2	1,612.23
57,040	114,000	38,619	3,006,599	334,499	7,551.51	839.06	2.5	5,616.19
366,480	828,110	329,044	12,949,079	431,636	22,349.98	744.99	1.7	26,494.49
9,827	97,753	18,777	2,167,391	361,232	5,715.22	952.61	2.6	1,439.39
3,777	19,328	11,068	606,431	121,266	4,292.93	838.59	7.0	1,750.25
35,058	122,022	132,192	3,772,961	251,530	11,922.45	794.83	3.1	3,616.43
109,612	262,040	101,848	8,260,426	491,711	14,378.35	845.79	1.7	5,613.70
13,704	62,708	43,797	2,067,500	295,357	6,710.90	938.70	3.2	1,540.44
26,017	78,780	70,332	2,406,670	267,630	6,147.02	683.00	2.3	2,210.41
28,926	79,364	45,670	2,803,106	359,388	6,810.27	851.28	2.4	2,530.41
4,378,781	3,553,601	3,930,253	64,310,471	284,560	216,661.01	958.68	3.3	318,910.48
27,859	83,319	12,787	1,960,569	217,841	6,661.15	935.24	4.3	2,967.34
4,213	13,778	5,296	596,519	119,304	3,524.31	704.86	5.9	891.31
7,567	24,250	16,518	638,872	158,718	3,419.80	824.95	5.3	691.59
72,792	48,561	55,779	1,915,117	229,359	7,129.67	891.21	4.7	1,391.82
8,847	85,486	563,437	4,522,065	411,278	8,566.99	778.73	3.1	4,061.91
3,873	32,894	14,504	834,443	119,206	5,215.51	745.07	6.2	1,148.32
4,066	25,105	10,994	812,067	203,014	3,463.66	895.91	4.2	1,690.45
12,819	26,547	5,968	745,434	149,087	3,202.62	640.52	4.3	1,494.77
1,210	30,450	24,840	1,128,580	161,227	6,209.33	887.05	5.5	810.00
5,395	2,032	3,828	266,048	68,683	1,147.78	352.49	4.3	233.21
9,277	23,948	7,807	853,490	213,375	3,057.45	764.36	3.8	1,326.56
4,230	30,832	228,896	1,205,014	241,003	4,623.66	924.77	3.5	1,159.74
73,356	4,591	6,090	207,114	41,438	1,702.62	340.52	8.2	247.96
13,363	223,022	99,239	4,096,534	273,236	10,551.67	703.46	2.5	6,516.12
24,185	137,751	75,268	3,291,462	299,224	6,709.12	609.92	2.0	13,096.34
9,640,639	138,096	25,605	871,592	194,318	4,766.51	863.30	4.9	1,484.81
24,073	162,431	189,425	3,415,559	310,505	7,207.87	655.26	2.1	2,972.72
11,680	11,387,069	11,471,496	210,061,472	466,655	428,876.82	950.95	2.0	119,105.36
78,058	47,485	41,528	1,829,653	303,442	4,864.84	810.81	2.6	1,841.58
4,785	62,622	186,832	1,337,935	265,587	4,689.77	917.95	3.4	1,851.94
33,264	127,344	72,062	4,215,212	234,178	14,372.17	798.34	3.4	11,060.93
5,822,639	34,613	10,418	2,836,503	167,301	4,226.02	845.20	5.0	958.00
1,599	85,147	116,523	2,462,508	226,522	9,357.08	850.64	3.7	4,474.50
1,462,555	4,266,192	3,179,262	106,183,321	299,677	342,762.28	949.54	3.1	540,678.55
24,923	4,008	1,655	135,144	27,029	983.41	196.69	7.2	854.22
38,866	1,862,004	1,001,516	40,528,663	389,699	102,659.11	987.11	2.5	97,821.85
11,060	250,636	64,692	3,556,374	296,364	10,087.71	840.64	2.8	3,178.00
20,308	115,972	140,753	8,384,315	370,491	7,650.51	850.09	4.7	3,195.26
123,409	8,239	11,884	680,858	136,191	3,220.39	644.08	4.7	2,226.70
72,624	140,312	35,502	1,574,498	262,415	3,804.78	634.13	2.4	1,453.71
7,299	261,429	100,296	3,102,227	196,230	17,446.86	671.03	3.3	9,835.12
3,295	123,169	122,145	3,818,433	347,130	8,907.03	899.73	2.4	3,153.69
7,674	45,416	29,457	1,130,521	262,630	3,162.16	790.54	2.8	751.82
4,940	2,400	3,811	305,494	152,747	1,755.92	877.96	7.7	347.61
1,551	47,508	24,718	1,599,184	177,687	7,894.08	877.12	4.9	4,903.03
186,920	30,042	72,100	777,683	193,421	3,478.50	899.62	4.5	1,458.41
11,192	16,243	15,282	782,453	188,113	2,650.99	645.25	8.4	633.56
4,424	419,624	281,615	6,534,814	297,039	19,344.24	879.28	2.9	8,072.43
112,587	18,377	4,286	534,152	174,051	2,629.45	879.82	4.9	1,396.78
	26,320	5,751	887,932	177,586	3,432.40	686.43	3.8	493.85
	198,427	143,009	5,152,416	368,030	12,769.27	911.09	2.4	11,196.31

Established April 1, 1880.

Established March 1, 1890.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal cards.	Newspapers, etc.	Local letters.	Mail letters.
74	Chester, Pa.	7	1,207	593,528	175,990	305,394	81,675	879,614
75	Cheyenne, Wyo.	8	1,029	237,985	37,123	170,612	33,168	128,229
76	Chicago, Ill.	618	516,863	182,540,416	39,875,208	45,520,785	28,898,267	89,208,180
77	Chillicothe, Ohio	5	718	252,577	56,772	236,062	9,391	105,312
78	Chippewa Falls, Wis.	5	725	262,212	40,291	229,178	26,056	290,398
79	Cincinnati, Ohio.	158	96,538	17,993,146	3,850,244	6,892,141	3,883,785	7,550,756
80	Cleveland, Ohio.	98	93,396	14,854,296	2,875,697	7,044,226	2,468,221	7,896,812
81	Clinton, Iowa.	6	1,504	559,004	85,397	453,836	24,244	228,357
82	Clinton, Mass.	4	1,153	70,430	16,844	61,710	2,536	30,874
83	Coboes, N. Y.	10	1,524	878,154	94,046	326,801	37,911	805,185
84	Colorado Springs, Colo.	5	761	645,559	32,078	845,096	40,284	462,065
85	Columbia, S. C.	7	2,984	432,536	79,275	178,440	20,974	227,982
86	Columbus, Ga.	7	2,331	414,374	104,161	277,391	28,171	258,284
87	Columbus, Ind.	4	638	312,169	72,364	137,504	7,203	96,940
88	Columbus, Ohio	36	16,657	4,709,106	834,925	2,552,582	392,750	2,658,248
89	Concord, N. H.	9	3,931	987,924	175,204	511,805	109,441	703,583
90	Corning, N. Y.	4	478	245,842	96,434	160,699	6,649	104,150
91	Corry, Pa.	4	671	203,675	42,215	133,022	11,071	97,421
92	Corral, Tex.	3	310	106,755	95,958	68,477	1,864	62,130
93	Cortland, N. Y.	6	2,225	689,989	167,287	459,892	15,824	296,022
94	Council Bluffs, Iowa.	12	3,716	1,463,408	183,926	1,482,392	215,987	1,596,185
95	Covington, Ky.	12	3,599	1,028,107	230,313	562,668	61,830	710,104
96	Crawfordsville, Ind.	4	1,446	821,851	85,683	327,956	8,291	147,905
97	Creston, Iowa.	4	290	138,337	37,702	128,266	3,163	38,643
98	Cumby-riani, Md.	4	1,411	210,869	40,480	175,949	3,051	50,324
99	Dallas, Tex.	17	12,372	2,066,423	244,122	946,667	77,619	1,458,491
100	Danbury, Conn.	6	1,059	872,817	63,549	372,628	14,679	185,489
101	Danville, Ill.	5	1,485	436,810	106,915	331,371	19,568	178,945
102	Danville, Va.	4	1,004	212,379	43,992	133,254	4,938	178,422
103	Davenport, Iowa.	13	4,969	1,837,448	330,870	922,626	96,942	985,667
104	Dayton, Ohio.	21	12,432	8,195,517	629,139	2,306,867	289,853	1,432,698
105	DeCATUR, Ill.	9	2,476	884,618	185,321	637,743	42,946	491,216
106	Delaware, Ohio.	4	517	411,523	65,146	312,185	8,149	171,652
107	Denison, Tex.	5	1,734	402,347	78,909	221,121	19,783	256,226
108	Denver, Colo.	49	17,050	9,164,875	1,020,156	6,268,392	1,417,275	7,594,549
109	D & Moines, Iowa.	30	12,090	2,805,859	470,294	1,412,897	1,215,019	1,215,747
110	Detroit, Mich.	89	54,112	14,859,035	2,547,214	5,505,517	1,809,645	6,085,847
111	Dover, N. H.	6	1,565	299,691	78,374	329,223	15,528	173,464
112	Dubuque, Iowa.	15	5,871	1,877,884	243,849	1,054,645	94,081	1,261,656
113	Duluth, Minn.	13	7,364	2,578,729	408,610	1,506,242	415,161	1,856,831
114	Dunkirk, N. Y.	4	1,157	878,190	78,028	353,990	25,997	225,949
115	Easton, Pa.	12	3,714	1,139,034	241,124	709,169	77,517	676,747
116	East Liverpool, Ohio†	5	285	165,212	34,786	127,000	10,842	78,866
117	East Orange, N. J.	8	1,363	995,979	128,051	860,630	82,864	461,650
118	East Saginaw, Mich.	13	5,914	1,465,094	254,217	1,307,611	164,878	1,062,179
119	Eau Claire, Wis.	8	1,719	643,012	98,744	511,971	84,251	679,488
120	Elgin, Ill.	3	1,182	823,117	121,677	550,462	59,087	808,599
121	Elizabeth, N. J.	16	3,941	1,872,212	279,290	1,018,383	263,566	796,702
122	Elkhart, Ind.	5	817	465,466	84,819	387,799	14,626	191,795
123	Elmira, N. Y.	16	8,859	1,671,599	300,685	810,535	69,379	602,696
124	El Paso, Tex.	3	1,457	288,117	42,207	223,788	43,331	231,100
125	Elyria, Ohio.	4	883	261,997	69,649	236,659	11,955	117,182
126	Emporia, Kans.	5	1,792	987,547	73,534	284,308	16,798	133,445
127	Englewood, Ill.	12	2,691	1,171,962	193,030	677,063	61,018	458,918
128	Erie, Pa.	18	2,911	2,293,136	460,168	1,964,735	121,806	821,556
129	Evansville, Ind.	5	778	507,565	84,887	361,028	17,297	182,541
130	Evansville, Ind.	18	15,400	1,910,135	564,997	1,801,510	214,938	1,628,993
131	Fall River, Mass.	21	1,774	1,680,961	169,606	1,182,444	78,045	704,843
132	Fargo, N. Dak.	4	1,559	318,565	36,219	209,598	82,659	331,383
133	Findlay, Ohio.	8	1,860	544,861	121,085	373,716	30,421	336,754
134	Fitchburg, Mass.	8	2,327	820,212	149,897	556,146	109,082	494,081
135	Flint, Mich.	6	2,362	606,875	124,109	398,326	16,538	293,992
136	Flushing, N. Y.	4	419	164,129	24,076	81,672	32,701	81,196
137	Fond du Lac, Wis.	6	1,593	491,215	90,148	296,328	12,017	192,267
138	Fort Madison, Iowa*	5	65	61,760	11,447	89,489	634	33,916
139	Fort Scott, Kans.	7	2,727	853,680	81,906	364,114	27,012	256,113
140	Fort Smith, Ark.	4	2,867	575,026	87,953	487,935	29,446	303,264
141	Fort Wayne, Ind.	17	6,820	2,315,297	445,257	1,318,119	106,881	964,601
142	Fort Worth, Tex.	10	5,517	1,048,680	124,644	438,670	33,080	496,542
143	Fostoria, Ohio.	4	433	200,832	45,402	147,199	8,167	82,830
144	Frankfort, Ky.	4	1,918	250,033	104,848	175,948	91,284	218,724
145	Frederick, Md.	3	654	172,419	34,649	74,762	1,053	130,672
146	Freeport, Ill.	1	1,807	482,276	93,499	327,452	13,608	205,561
147	Freemont, Nebr.	4	578	228,424	34,769	180,037	7,533	103,967

* Established March 1, 1890.

† Established October 1, 1890.

FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 243

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
54,837	84,521	\$24,258	1,700,924	242,989	\$5,402.99	\$771.86	3.1	\$3,308.60
11,763	20,638	45,009	685,494	228,495	2,614.78	871.59	2.9	1,838.69
9,275,846	14,242,778	30,264,826	382,254,169	618,534	539,996.34	878.78	1.4	720,811.33
3,775	17,806	11,874	693,585	138,717	4,384.26	876.85	6.3	1,195.44
7,054	29,850	21,875	917,673	183,535	3,786.71	757.34	4.1	640.96
1,795,121	1,644,266	1,716,963	45,123,060	285,590	149,778.81	947.97	3.3	185,056.35
1,016,208	1,647,158	1,036,649	39,132,155	399,304	91,598.98	934.68	2.3	91,735.62
6,289	26,747	16,578	1,405,456	234,243	5,248.70	874.78	2.7	1,265.71
3,718	6,666	2,596	193,936	48,484	1,068.48	267.12	5.5	255.52
12,715	28,739	28,455	1,517,537	151,754	8,181.77	818.18	5.4	1,856.22
15,472	21,672	34,072	1,587,009	317,402	3,711.60	742.32	2.3	5,722.13
12,469	65,140	23,794	1,142,694	163,242	4,374.05	624.66	2.8	1,421.50
34,629	79,354	31,253	1,529,948	189,993	6,106.41	872.34	4.6	1,990.05
3,982	20,302	13,584	665,686	106,421	2,398.39	599.59	3.6	563.14
226,179	586,671	290,347	12,283,635	341,212	31,251.83	868.11	2.5	21,300.79
58,868	127,739	70,676	2,748,691	305,410	7,507.03	834.11	2.8	3,987.48
2,921	16,986	7,947	587,106	146,776	3,307.13	826.78	5.6	1,532.69
4,367	28,182	12,860	527,964	131,996	1,941.06	485.26	6.0	400.78
5,515	7,319	1,569	264,917	88,306	2,146.80	715.60	8.1	556.00
9,071	58,846	18,444	1,727,459	287,910	4,742.91	790.48	2.7	1,117.32
146,016	210,817	240,289	6,550,686	462,557	10,487.68	873.97	1.9	9,590.69
51,242	153,467	136,579	2,937,778	247,231	9,393.68	782.81	2.2	1,973.19
4,531	36,964	9,617	839,064	209,766	2,552.89	638.22	8.0	679.95
1,525	4,733	1,438	344,089	86,022	1,355.56	338.80	2.9	321.47
1,295	8,690	3,686	495,785	123,948	3,497.84	874.46	7.0	1,176.78
65,074	176,709	95,941	5,133,218	801,954	14,751.84	867.73	2.8	6,890.92
6,016	17,325	14,434	997,617	166,303	4,861.31	810.22	4.8	2,667.10
3,765	47,539	19,029	1,142,327	228,465	3,540.78	708.16	2.1	2,394.00
10,155	28,325	11,097	625,563	156,891	3,277.66	819.41	5.2	753.03
23,833	185,875	922,171	5,318,921	409,148	8,697.99	669.85	1.6	4,842.09
187,119	358,999	1,077,838	9,490,378	451,923	15,952.36	759.63	1.6	9,902.52
18,398	108,190	56,725	3,324,636	258,293	7,052.11	783.57	3.0	2,018.88
4,696	31,148	12,290	1,017,296	254,324	3,456.97	864.24	4.4	556.65
12,340	31,379	17,535	1,039,206	207,859	4,346.59	869.32	2.1	822.87
913,835	813,644	697,477	27,926,950	569,938	26,836.54	751.77	1.3	70,284.67
58,178	214,323	143,558	6,507,533	216,918	24,462.09	815.40	2.7	8,112.52
874,638	1,044,159	677,709	31,517,428	366,472	31,308.71	945.45	2.6	77,617.86
14,391	29,123	44,371	1,086,645	181,107	5,093.25	848.87	4.7	1,016.46
58,404	244,626	258,120	4,596,892	353,607	9,637.60	741.85	2.2	4,120.26
204,679	384,838	92,415	6,836,960	455,797	12,658.17	843.88	1.8	11,162.59
6,759	31,179	67,857	1,052,846	263,211	3,548.26	887.06	3.2	862.22
43,834	150,330	53,507	8,094,966	257,914	10,032.70	833.64	2.2	3,866.25
3,036	12,761	14,741	451,298	90,259	2,214.33	442.87	4.9	842.83
21,294	68,234	112,133	2,167,188	270,899	6,480.22	810.03	3.0	2,556.86
61,773	186,562	186,069	4,714,597	362,661	8,971.07	690.08	1.9	7,167.29
29,151	77,619	289,937	2,415,793	301,974	6,654.37	831.78	2.7	2,023.75
22,879	69,011	30,333	1,697,254	248,407	6,611.85	826.48	3.3	2,750.94
118,962	122,961	175,152	4,150,640	256,415	12,515.50	782.22	3.0	6,789.36
8,254	32,187	9,396	1,144,478	228,896	3,978.30	795.66	3.4	803.18
37,109	102,451	67,298	8,870,423	241,901	11,657.72	728.61	8.0	6,650.75
12,728	17,619	31,343	890,672	296,891	2,414.08	804.69	2.7	1,804.59
5,247	28,818	18,951	737,810	184,452	2,583.66	645.91	3.5	561.74
5,944	24,629	9,757	857,750	159,625	4,782.19	797.03	5.0	1,457.66
27,549	70,618	52,968	2,715,065	226,255	10,020.94	835.08	8.7	2,393.95
164,957	146,854	166,335	8,974,556	331,920	14,449.28	802.74	2.4	8,837.52
3,704	17,814	12,098	1,163,119	232,624	3,903.67	760.73	3.3	2,555.50
268,680	467,896	323,264	7,445,493	413,639	12,444.66	691.36	1.6	8,587.93
59,919	134,896	76,372	4,089,940	194,711	15,848.92	754.71	3.8	7,947.35
11,448	55,588	162,959	1,490,340	372,585	3,339.36	834.84	2.2	1,844.03
16,767	43,891	24,792	1,493,597	186,699	5,482.77	685.35	9.7	1,706.50
44,168	108,989	127,969	2,415,412	301,928	6,817.14	852.14	2.8	3,849.72
3,236	65,126	61,370	1,678,633	263,105	5,215.32	869.22	3.3	1,150.36
8,503	12,894	8,307	1,413,667	193,492	1,424.22	356.06	4.5	740.25
8,553	32,822	11,409	1,136,834	189,389	5,126.96	854.49	4.4	1,258.40
886	5,704	4,118	308,523	41,705	1,130.37	226.07	5.4	79.46
18,862	55,876	22,716	1,660,530	222,833	5,077.08	725.29	3.2	1,797.49
18,508	46,903	23,324	1,579,620	894,905	2,870.77	717.69	1.8	1,393.30
65,726	201,615	95,905	5,519,915	324,701	12,068.18	709.50	2.2	4,284.83
30,563	62,989	40,857	2,291,402	239,140	8,088.06	800.21	3.5	2,317.47
4,698	22,226	11,427	522,725	130,681	1,799.23	449.81	3.4	435.17
14,426	73,452	36,456	1,108,049	277,012	2,909.55	727.39	2.6	1,310.90
619	33,505	7,634	1,436,497	152,168	2,270.89	750.96	4.9	737.61
4,762	39,151	17,896	1,185,461	237,092	3,040.74	788.15	3.3	1,274.21
4,485	12,007	7,070	578,770	144,692	2,737.38	684.34	4.7	1,256.36

Established January 1, 1890.

Established November 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
148	Fremont, Ohio.....	5	489	254,898	58,514	235,971	8,826	139,501
149	Fresno, Cal.	4	658	244,287	32,556	108,354	14,181	167,527
150	Galesburgh, Ill.	8	9,867	816,499	120,537	536,091	34,028	673,210
151	Galveston, Tex.	12	9,700	2,588,893	240,216	1,017,883	95,270	1,528,033
152	Geneva, N. Y.	5	575	154,605	26,736	128,909	6,378	149,592
153	Glens Falls, N. Y.	5	1,204	261,533	44,639	194,381	12,306	240,032
154	Gloucester, Mass.	8	1,105	513,310	110,928	228,989	38,781	226,203
155	Gloversville, N. Y.	6	1,454	521,128	108,848	400,704	15,088	178,493
156	Goashen, Ind.	4	946	413,241	86,328	278,965	8,399	151,382
157	Grand Island, Nebr.	4	502	225,785	40,375	188,210	6,010	83,878
158	Grand Rapids, Mich.	28	13,202	4,089,808	923,946	2,181,491	514,656	2,978,930
159	Green Bay, Wis.	4	958	116,678	19,381	89,078	9,736	88,149
160	Greenville, S. C.	5	2,031	236,978	47,872	137,289	5,053	121,415
161	Hagerstown, Md.	4	1,077	273,024	66,471	188,250	10,219	162,243
162	Hamilton, Ohio.	8	2,020	500,952	117,537	383,937	29,846	365,077
163	Hannibal, Mo.	7	2,130	823,488	240,400	732,931	111,435	781,500
164	Harrisburg, Pa.	15	4,459	1,213,019	296,582	1,066,980	71,803	625,806
165	Hartford, Conn.	28	16,884	2,192,701	438,989	1,415,333	232,960	946,311
166	Hastings, Nebr.	4	210	316,461	47,655	214,488	9,848	130,637
167	Haverhill, Mass.	13	2,174	1,578,077	265,108	871,223	92,024	827,956
168	Hazelton, Pa.	4	5	185,962	39,873	143,102	6,843	79,213
169	Helena, Mont.	8	3,132	469,078	38,930	334,850	48,884	279,816
170	Hoboken, N. J.	13	5,287	1,200,309	213,290	391,263	275,153	594,202
171	Holyoke, Mass.	10	3,660	807,570	141,963	609,450	114,313	530,946
172	Hornellsville, N. Y.	6	712	428,623	77,664	296,044	26,580	238,466
173	Hot Springs, Ark.	6	660	443,900	46,479	222,430	3,763	205,369
174	Houston, Tex.	12	8,395	1,537,607	281,228	955,572	101,463	887,298
175	Hudson, N. Y.	5	1,385	346,788	89,458	163,658	20,812	210,377
176	Huntingdon, Pa.	3	981	274,809	46,868	172,037	17,848	172,810
177	Huron, S. Dak.	3	1,687	170,676	24,706	146,780	4,068	121,850
178	Hutchinson, Kans.	6	1,473	816,874	124,958	422,117	74,899	607,432
179	Hyde Park, Mass.	4	430	290,908	60,067	160,622	6,344	59,711
180	Indianapolis, Ind.	52	40,500	8,009,270	1,344,035	2,190,401	576,143	3,977,405
181	Ionia, Mich.	4	302	172,630	28,180	90,387	13,883	66,027
182	Iowa City, Iowa.	4	1,050	450,768	88,528	322,948	7,403	129,956
183	Ithaca, N. Y.	1	1,728	677,023	110,296	491,317	37,882	301,741
184	Jackson, Mich.	11	4,144	1,905,802	402,387	1,635,906	189,307	862,452
185	Jackson, Miss.	4	2,711	289,509	48,408	236,332	9,253	220,429
186	Jacksonville, Fla.	11	8,964	1,168,435	180,030	366,160	84,419	1,127,893
187	Jacksonville, Ill.	5	2,164	576,515	105,923	502,104	21,119	366,421
188	Jamestown, N. Y.	5	1,998	794,447	143,355	529,234	34,004	329,597
189	Janeville, Wis.	6	1,208	406,388	88,686	309,327	11,066	188,788
190	Jefferson City, Mo.	4	337	71,006	15,186	74,052	6,477	71,981
191	Jersey City, N. J.	58	24,015	4,692,349	1,182,816	1,893,414	719,980	3,066,835
192	Johnstown, N. Y.	4	153	56,701	9,134	42,959	789	20,877
193	Johnstown, Pa.	9	3,165	1,004,298	206,396	691,245	86,522	656,886
194	Joliet, Ill.	10	1,728	807,847	152,541	577,221	77,286	393,522
195	Kalamazoo, Mich.	9	4,748	1,210,926	232,221	592,912	30,233	491,203
196	Kankakee, Ill.	4	171	76,959	17,659	66,053	2,643	29,743
197	Kansas City, Kans.	12	2,209	1,081,944	194,722	698,644	41,647	791,933
198	Kansas City, Mo.	74	54,633	12,953,427	2,183,203	6,253,672	1,820,074	13,062,434
199	Kearney, Nebr.	4	638	304,968	38,785	221,585	20,161	101,764
200	Keene, N. H.	4	748	215,674	48,582	225,001	7,711	85,909
201	Keokuk, Iowa.	12	4,760	967,775	175,223	535,485	26,940	369,839
202	Knoxville, Tenn.	14	12,489	1,188,307	170,153	596,290	64,783	680,800
203	La Crosse, Wis.	11	12,614	977,441	180,360	749,832	46,159	623,319
204	La Fayette, Ind.	11	8,112	1,323,636	199,068	1,289,811	58,548	580,624
205	Launceston, Pa.	11	3,106	1,061,088	198,813	619,509	24,294	276,189
206	Lausling, Mich.	8	2,236	645,370	135,838	596,951	35,282	428,745
207	Lawrence, Kans.	8	3,667	996,400	209,943	626,711	95,302	668,066
208	Lawrence, Mass.	18	1,966	1,799,007	240,781	1,411,103	129,426	1,244,828
209	Leadville, Colo.	4	274	343,734	45,674	257,032	12,061	175,267
210	Leavenworth, Kans.	8	8,743	2,197,027	473,406	1,597,888	171,538	2,043,256
211	Lebanon, Pa.	8	961	411,988	98,118	328,503	37,836	286,852
212	Lexington, Me.	8	2,090	557,795	119,376	386,290	13,208	288,585
213	Lexington, Ky.	8	3,469	1,039,315	243,810	611,771	72,725	638,483
214	Lima, Ohio.	5	1,097	563,459	126,510	350,067	10,493	162,809
215	Lincoln, Nebr.	14	2,471	1,757,440	274,327	1,287,576	168,016	1,398,180
216	Little Falls, N. Y.	5	919	380,639	66,704	246,246	18,586	161,545
217	Little Rock, Ark.	10	8,444	1,177,765	241,003	807,810	121,050	908,621
218	Lock Haven, Pa.	4	763	178,064	30,527	150,707	4,798	81,566
219	Lockport, N. Y.	9	3,555	761,804	130,647	478,675	66,354	523,583
220	Logansport, Ind.	8	1,468	540,764	113,220	398,203	25,865	328,275

* Established July 1, 1889.

† Established January 1, 1890.

‡ Established February 1, 1890.

FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 245

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
4,067	35,646	59,354	796,766	159,353	\$3,538.89	\$707.78	4.4	\$626.08
10,374	11,576	7,889	597,404	149,351	2,629.61	657.40	4.4	842.56
20,153	268,799	39,106	2,418,565	302,323	5,575.23	696.90	2.8	1,612.07
62,782	264,507	297,827	6,173,111	501,459	10,972.26	914.35	1.7	4,324.69
1,283	19,170	22,016	509,254	101,651	1,632.53	326.51	3.2	680.84
2,169	41,065	45,027	843,346	168,669	3,774.56	754.91	4.4	742.83
35,457	44,157	225,628	1,526,438	190,805	7,351.21	918.90	4.8	2,709.13
10,956	30,577	19,242	1,286,488	214,415	5,206.73	867.79	4.0	1,566.24
5,308	39,429	38,662	1,022,650	255,662	2,308.81	575.95	2.2	835.86
3,618	14,990	2,965	566,342	141,585	3,498.90	874.73	6.2	1,290.65
244,670	552,539	303,904	11,807,146	421,684	25,210.46	900.37	2.1	15,645.58
1,779	19,060	32,813	378,232	94,559	1,308.86	302.22	3.2	250.56
2,317	20,042	15,784	568,876	117,775	3,125.08	625.02	5.3	809.06
6,745	34,038	17,061	758,327	189,582	3,460.16	865.04	4.5	761.74
12,069	59,905	72,052	1,578,806	197,351	6,866.67	858.33	4.3	763.61
59,979	277,868	280,361	3,269,982	467,133	5,782.52	828.07	1.7	3,294.48
39,454	146,152	83,372	3,547,607	236,507	13,242.73	882.85	3.7	11,085.80
98,949	144,308	98,082	5,584,417	199,443	25,199.19	899.45	4.5	44,336.61
5,632	17,397	6,147	747,876	186,969	3,555.21	888.60	4.2	1,342.62
70,685	130,513	71,281	3,908,991	300,692	10,157.16	781.32	2.6	4,921.14
2,389	21,081	2,709	481,177	120,294	2,579.26	644.81	5.3	771.98
17,707	21,222	23,941	1,232,569	154,071	5,712.59	714.07	6.6	4,965.73
179,682	223,214	42,363	3,224,763	248,059	9,389.23	722.25	2.9	8,329.42
32,289	62,495	78,819	2,532,440	253,244	8,706.02	899.40	3.4	5,329.20
6,171	36,689	19,807	1,130,756	188,459	5,070.85	845.14	4.5	1,308.95
2,770	15,227	9,086	958,359	159,728	4,671.86	778.64	4.8	532.59
56,975	187,567	75,073	4,080,263	340,022	8,968.62	746.55	2.2	2,327.44
5,021	31,836	11,359	880,886	176,177	4,285.93	867.19	4.8	1,096.58
2,143	26,216	58,967	772,759	257,586	2,399.45	769.62	3.1	589.30
1,630	13,733	10,520	495,100	165,033	2,515.43	838.48	5.0	1,039.50
23,894	82,065	32,567	2,191,259	365,210	5,110.69	861.76	2.3	3,497.36
5,497	12,753	5,340	610,792	152,698	3,197.29	799.32	5.2	1,069.52
299,958	714,396	324,042	18,567,210	356,889	48,735.22	937.22	2.6	42,015.54
5,413	12,924	2,588	392,336	98,084	1,382.30	345.57	3.5	403.12
3,714	21,465	6,419	1,032,049	258,012	8,465.16	866.39	3.3	706.96
14,723	47,840	199,834	1,792,384	199,154	6,678.11	764.23	3.8	2,991.62
91,335	239,647	179,466	5,511,240	501,022	8,414.66	764.97	1.5	6,327.37
4,226	41,365	16,009	858,232	214,558	3,104.00	776.00	3.6	353.26
59,198	160,051	180,409	3,335,557	303,232	9,663.15	878.47	2.9	3,899.11
19,787	71,350	42,668	1,717,013	345,403	4,141.92	828.38	2.4	1,290.92
14,410	70,772	31,025	1,858,890	232,354	6,412.44	801.55	3.4	2,058.33
8,163	41,596	31,091	1,137,319	189,563	3,899.91	649.99	3.4	1,184.66
1,846	10,961	3,634	256,480	63,970	1,344.62	336.15	5.2	361.05
595,049	774,622	1,096,858	14,524,928	250,430	56,096.00	977.52	3.9	28,452.17
1,125	2,842	1,177	135,757	33,939	748.38	186.59	5.5	180.71
22,672	77,241	43,977	2,802,399	311,378	7,966.16	885.13	2.8	2,479.92
32,274	58,675	48,164	2,149,258	214,926	9,042.48	904.25	4.1	3,045.69
16,819	88,436	141,488	2,808,977	312,109	8,145.56	905.06	2.9	2,527.03
1,082	4,718	3,776	202,717	50,679	675.73	168.93	3.3	192.70
24,236	157,281	201,961	3,154,687	263,047	9,009.11	750.76	2.8	2,371.14
731,428	2,190,786	1,394,575	42,149,309	589,585	65,033.48	878.38	1.5	63,922.87
6,866	9,405	13,949	722,300	180,550	2,024.90	508.22	2.8	1,314.66
5,230	17,415	12,436	618,704	154,676	3,481.68	870.42	5.6	1,069.69
19,991	84,489	31,536	2,218,927	221,893	6,675.10	667.51	3.0	4,346.18
134,866	31,704	59,193	2,881,975	205,855	9,979.44	712.82	3.5	4,349.39
46,667	134,600	426,000	3,175,682	288,698	9,843.88	804.89	3.1	2,830.05
21,415	171,990	118,723	8,912,174	355,652	8,695.06	790.46	2.2	2,467.14
25,336	68,789	87,848	2,801,061	209,187	7,980.80	725.53	3.4	3,341.90
57,643	103,400	241,720	2,216,478	277,060	6,592.87	824.11	2.9	2,510.12
9,093	162,253	56,459	2,877,637	358,705	5,425.40	678.17	1.9	3,653.49
11,692	148,138	118,122	5,191,054	288,392	14,994.11	833.01	2.9	5,738.83
231,006	445,559	376,625	7,596,945	949,681	3,292.47	823.12	3.6	861.35
11,971	58,531	24,030	1,153,580	238,718	7,314.18	914.27	1.0	9,270.58
10,599	91,589	45,825	1,529,776	190,997	6,751.70	843.96	4.4	1,229.67
40,896	147,029	64,815	2,861,943	357,743	6,432.35	804.04	2.2	4,873.48
11,272	24,273	9,179	1,250,159	251,832	4,373.01	874.60	3.4	1,979.74
98,653	222,329	129,531	5,429,525	387,845	11,745.04	838.93	2.1	8,679.08
4,094	38,788	13,659	928,145	185,639	4,201.92	840.38	4.5	1,411.24
88,614	106,214	66,355	3,585,476	358,548	7,465.52	746.55	2.0	10,515.72
1,351	11,808	12,295	472,967	118,247	1,931.43	482.96	4.0	4,475.09
23,911	89,817	427,046	2,504,692	278,289	6,393.46	709.27	2.5	2,630.97
18,738	68,930	29,261	1,523,824	190,478	5,273.66	659.21	3.4	1,323.55

§ Established April 1, 1890.

¶ Established March 1, 1890.

¶ Established October 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
221	Long Island City, N. Y.	14	2, 372	895, 890	213, 875	389, 355	62, 847	848, 587
222	Los Angeles, Cal.	34	13, 771	3, 036, 509	844, 592	2, 203, 843	889, 490	2, 625, 614
223	Louisville, Ky.	60	63, 045	8, 892, 565	1, 945, 324	3, 470, 278	778, 060	4, 838, 699
224	Lowell, Mass.	25	5, 023	2, 032, 046	473, 426	1, 825, 643	144, 554	1, 350, 819
225	Lynchburgh, Va.	9	3, 761	541, 730	102, 627	257, 221	17, 859	816, 122
226	Lynn, Mass.	24	4, 526	2, 204, 765	452, 591	1, 253, 716	161, 844	1, 081, 948
227	McKeesport, Pa.	5	1, 496	477, 914	64, 784	291, 842	19, 704	166, 653
228	Macon, Ga.	11	14, 333	1, 480, 588	434, 995	571, 930	88, 432	1, 065, 699
229	Madison, Ind.*	4	859	198, 819	35, 675	146, 696	4, 221	136, 823
230	Madison, Wis.	7	3, 675	794, 193	128, 796	574, 148	56, 391	427, 525
231	Malden, Mass.	9	1, 857	1, 169, 770	164, 227	641, 556	28, 168	268, 302
232	Manchester, N. H.	16	5, 580	1, 287, 212	234, 382	888, 901	32, 274	478, 352
233	Manistee, Mich.	5	943	340, 747	82, 818	436, 420	4, 961	166, 708
234	Mankato, Minn.	4	610	432, 534	111, 600	378, 551	87, 690	220, 138
235	Mansfield, Ohio	8	2, 641	938, 209	180, 283	534, 042	44, 532	714, 689
236	Marietta, Ohio.	3	554	143, 064	24, 880	118, 725	3, 036	79, 797
237	Marion, Ind.†	4	293	116, 461	33, 214	82, 089	4, 061	50, 835
238	Marlborough, Mass.	5	876	562, 965	111, 141	539, 974	47, 091	385, 996
239	Marquette, Mich.	4	2, 368	499, 056	67, 560	281, 272	82, 336	241, 097
240	Marshalltown, Iowa	6	1, 536	575, 816	93, 710	364, 853	21, 738	222, 062
241	Massillon, Ohio.	4	447	281, 686	58, 292	386, 414	5, 874	78, 470
242	Meadville, Pa.	5	1, 186	449, 119	78, 980	329, 209	48, 698	306, 138
243	Medford, Mass.	5	127	221, 765	47, 084	125, 187	8, 802	70, 922
244	Memphis, Tenn.	28	46, 208	4, 067, 703	625, 433	1, 529, 189	181, 972	1, 887, 281
245	Menominee, Mich.*	4	537	133, 301	19, 980	118, 549	6, 793	114, 442
246	Meriden, Conn.	8	1, 612	679, 382	108, 719	456, 028	14, 089	123, 307
247	Meridian, Miss.	4	1, 206	183, 141	16, 401	185, 876	3, 994	98, 963
248	Middletown, Conn.	5	718	284, 782	45, 356	183, 317	13, 637	181, 331
249	Middletown, N. Y.	6	1, 517	614, 790	128, 729	533, 860	89, 530	490, 104
250	Middletown, Ohio.	3	348	333, 765	54, 517	119, 312	6, 858	224, 048
251	Milwaukee, Wis.	74	41, 029	13, 779, 666	2, 390, 102	6, 100, 057	2, 087, 093	7, 039, 918
252	Minneapolis, Minn.	74	46, 371	12, 489, 967	1, 622, 132	5, 724, 004	1, 769, 930	6, 388, 004
253	Mobile, Ala.	11	7, 686	900, 661	159, 528	888, 163	56, 841	684, 863
254	Moline, Ill.	5	943	297, 177	50, 067	267, 684	14, 432	186, 679
255	Monmouth, Ill.	3	288	270, 112	56, 915	254, 291	7, 800	120, 297
256	Mont Clair, N. J.†	6	198	219, 452	23, 102	91, 634	15, 554	55, 479
257	Montgomery, Ala.	7	907	612, 165	144, 186	413, 155	172, 545	988, 338
258	Montpelier, Vt.	3	917	235, 641	41, 104	146, 446	8, 896	191, 548
259	Morristown, N. J.	6	1, 206	647, 775	82, 898	274, 956	55, 094	223, 978
260	Mount Vernon, N. Y.*	5	573	300, 321	56, 420	174, 676	19, 475	81, 122
261	Muncie, Ind.	4	824	319, 213	69, 740	225, 106	7, 043	110, 173
262	Muscatine, Iowa	5	447	191, 415	40, 558	245, 430	7, 812	159, 581
263	Muskegon, Mich.	9	1, 955	625, 901	113, 926	486, 508	66, 283	424, 539
264	Nashua, N. H.	8	1, 782	617, 215	125, 068	417, 938	27, 794	292, 962
265	Nashville, Tenn.	26	39, 768	3, 841, 857	713, 202	1, 735, 392	267, 862	2, 565, 505
266	Natchez, Miss.	4	1, 346	158, 102	19, 636	99, 005	2, 705	97, 039
267	Nebraska City, Nebr.	4	394	375, 070	59, 153	392, 189	20, 207	254, 189
268	New Albany, Ind.	10	1, 452	522, 970	188, 071	370, 054	26, 635	464, 555
269	Newark, N. J.	76	29, 618	7, 488, 636	1, 982, 484	2, 618, 644	1, 191, 133	3, 387, 154
270	Newark, Ohio.	6	2, 428	555, 596	125, 240	272, 901	13, 867	195, 643
271	New Bedford, Mass.	20	3, 396	2, 200, 177	438, 019	1, 510, 868	122, 538	1, 243, 377
272	New Britain, Conn.	6	591	341, 480	57, 608	333, 099	11, 555	94, 170
273	New Brunswick, N. J.	7	1, 295	830, 878	95, 965	283, 521	66, 620	251, 531
274	Newburgh, N. Y.	12	2, 576	983, 039	168, 203	742, 255	87, 836	721, 935
275	Newburyport, Mass.	6	771	384, 590	60, 970	248, 199	13, 736	160, 214
276	New Castle, Pa.	6	1, 566	599, 597	146, 220	303, 441	27, 072	180, 240
277	New Haven, Conn.	40	12, 348	3, 925, 612	808, 341	2, 908, 605	567, 567	1, 563, 737
278	New London, Conn.	8	1, 127	405, 682	57, 770	199, 387	14, 590	131, 397
279	New Orleans, La.	89	57, 653	10, 677, 600	3, 589, 262	6, 774, 364	2, 990, 277	7, 476, 406
280	Newport, Ky.	7	1, 043	400, 829	92, 431	298, 445	24, 746	197, 048
281	Newport, R. I.	12	2, 808	1, 908, 591	321, 199	708, 656	98, 369	411, 257
282	Newton, Kans.	4	969	370, 728	41, 953	319, 579	17, 375	157, 093
283	Newton, Mass.	5	508	370, 782	62, 799	242, 014	81, 806	124, 020
284	New York, N. Y.	1, 103	945, 923	155, 355, 521	33, 581, 939	38, 091, 803	67, 421, 447	94, 502, 373
285	Niagara Falls, N. Y.*	3	363	177, 170	24, 146	131, 319	5, 219	79, 685
286	Norfolk, Va.	20	9, 669	1, 540, 359	342, 435	784, 894	94, 774	1, 073, 199
287	Norristown, Pa.	5	1, 120	361, 869	68, 101	244, 223	24, 410	216, 444
288	North Adams, Mass.	6	1, 276	399, 669	100, 510	273, 258	13, 549	181, 146
289	Northampton, Mass.	6	747	315, 400	47, 391	214, 389	12, 577	147, 033
290	Norwalk, Conn.	4	465	202, 652	31, 925	131, 485	3, 518	52, 128
291	Norwalk, Ohio	4	732	304, 221	75, 275	274, 713	8, 471	122, 090
292	Norwich, Conn.	10	1, 724	698, 964	91, 136	498, 526	71, 069	353, 311
293	Norwich, N. Y.†	4	170	78, 767	15, 323	60, 145	2, 999	42, 008
294	Oakland, Cal.	27	6, 329	2, 458, 740	459, 427	1, 601, 769	345, 275	1, 308, 174

* Established October 1, 1839.

† Established March 1, 1890.

‡ Established January 1, 1890.

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
45,862	90,828	51,563	2,106,180	150,441	\$10,063.69	\$718.83	4.8	\$1,982.93
222,184	372,127	284,839	9,376,018	278,765	31,060.59	931.26	3.9	22,446.67
525,885	962,129	487,889	21,463,874	567,728	58,627.73	977.13	2.7	47,930.85
112,119	155,886	164,373	6,207,039	248,284	21,499.03	878.33	3.5	21,920.39
7,771	55,887	17,245	1,322,726	146,969	7,575.35	541.71	5.7	2,634.73
197,191	181,904	150,307	5,524,510	230,184	20,926.54	871.94	3.7	9,663.65
5,308	23,847	9,168	1,839,714	211,942	4,562.90	217.98	4.2	1,506.01
81,283	203,928	40,543	8,995,265	363,206	8,985.30	766.46	2.2	4,118.14
2,231	23,968	28,939	2,578,056	144,514	2,000.46	590.11	3.3	148.45
20,287	110,720	61,906	2,178,121	111,145	6,040.15	862.88	2.8	2,304.96
18,591	62,007	81,189	2,422,652	269,183	7,987.51	587.70	3.9	2,595.51
28,334	64,450	87,899	3,062,865	191,429	13,977.51	873.60	4.5	4,080.03
7,357	16,708	4,176	1,062,751	121,550	3,865.02	778.00	3.6	507.71
22,797	45,143	10,271	1,262,384	315,588	5,610.31	962.58	2.1	2,801.87
28,688	123,219	114,721	2,685,824	386,978	5,610.31	701.63	2.1	1,681.78
1,822	15,781	4,822	585,103	181,701	2,415.22	806.07	6.1	491.35
2,491	5,506	4,803	602,325	75,581	692.87	170.74	2.5	300.11
94,110	54,316	42,906	1,729,275	345,835	4,372.40	874.44	2.7	1,748.44
12,709	57,029	18,805	1,191,752	297,938	3,274.42	818.60	3.1	1,239.61
4,061	52,323	40,390	1,876,991	329,497	4,283.30	713.88	3.1	1,474.84
5,812	18,767	9,462	792,775	198,194	3,764.30	927.07	4.6	733.19
19,178	78,642	16,863	1,322,494	264,493	4,331.61	840.32	3.9	1,798.60
6,847	14,016	16,164	510,914	102,183	2,555.72	517.14	5.0	710.48
161,063	271,890	147,009	8,867,292	316,688	22,449.41	863.26	2.5	11,215.09
2,968	9,674	112,368	518,792	128,698	1,729.41	432.35	3.3	469.42
9,655	18,688	19,783	1,428,161	178,520	7,091.11	875.14	4.9	4,185.49
5,809	8,716	4,677	458,677	114,669	3,457.81	796.90	7.0	746.53
7,157	18,691	10,845	675,724	135,148	4,319.52	863.90	6.4	2,170.87
26,500	68,140	41,967	1,945,137	324,189	5,027.83	833.97	2.6	2,401.04
2,778	43,180	24,878	609,679	269,568	2,394.90	798.33	3.9	499.18
1,142,128	1,966,634	737,421	24,663,019	471,792	73,449.57	962.56	3.1	62,406.12
704,645	972,222	1,468,857	81,150,030	421,140	70,449.22	952.50	2.2	89,414.74
44,091	117,463	92,897	7,102,193	263,936	7,102.55	881.14	3.4	2,891.87
8,180	19,716	27,582	872,310	174,477	4,437.69	867.53	5.0	645.26
3,699	18,996	5,991	787,789	268,894	2,410.68	603.53	3.2	47.01
2,788	6,499	4,773	419,450	69,908	2,342.10	390.43	5.5	1,353.98
135,184	360,900	102,785	2,924,135	418,305	2,510.27	744.32	1.7	6,012.53
4,963	25,240	48,182	702,637	234,145	2,610.86	860.29	3.7	647.70
16,970	29,534	18,550	1,851,051	225,175	4,261.44	708.36	3.1	3,861.26
9,625	14,014	8,549	666,670	133,256	2,393.57	465.11	3.5	2,165.70
4,253	20,925	7,058	764,337	191,064	2,906.31	728.8	3.8	1,037.85
8,906	47,607	14,032	715,884	143,057	7,829.44	765.99	5.3	866.73
16,656	51,708	57,999	1,845,499	208,082	5,250.81	805.14	3.9	2,523.82
17,318	64,628	110,394	1,675,987	209,387	6,172.56	771.57	3.6	1,944.41
184,404	377,806	311,804	9,985,604	394,446	22,548.03	867.23	2.2	14,016.00
1,164	12,664	7,571	899,232	99,408	3,189.14	797.28	8.0	349.10
6,227	40,015	386,366	1,491,810	872,932	2,910.41	727.60	1.9	649.14
15,321	103,197	104,046	1,798,341	179,834	5,992.90	599.29	3.3	1,135.33
850,451	722,967	413,967	18,685,034	245,855	67,141.13	843.41	3.5	71,901.50
9,393	54,826	9,720	1,239,112	206,619	4,592.20	765.37	3.7	1,064.20
107,437	141,831	108,082	5,875,721	219,786	15,695.00	784.75	2.6	5,076.40
6,184	16,890	8,772	867,158	144,526	5,016.87	841.16	5.8	2,596.46
28,252	58,272	14,234	1,631,157	233,022	5,700.42	814.35	3.4	3,560.07
38,421	91,731	130,358	2,966,334	247,196	10,694.67	891.22	3.6	3,977.22
10,997	21,845	15,459	914,781	152,463	5,061.22	841.54	5.6	1,863.9
13,172	49,882	11,848	1,833,034	222,173	3,566.30	597.72	2.6	1,434.14
264,141	372,551	364,886	10,577,784	261,444	33,473.88	830.85	3.1	41,135.85
8,638	15,372	7,010	835,960	139,326	3,766.34	676.06	4.4	2,646.14
2,115,897	1,966,203	1,761,805	87,499,457	421,342	82,442.49	926.32	2.1	98,342.56
23,966	41,104	96,425	1,176,260	168,040	5,447.86	778.27	4.5	1,033.17
41,817	23,439	44,332	3,560,458	296,765	11,235.04	936.25	3.1	5,331.01
11,482	15,181	6,399	940,769	235,189	3,498.68	874.67	3.7	1,989.24
8,551	24,837	20,717	846,834	177,107	4,023.06	804.61	4.5	1,711.70
18,947,337	17,897,520	20,908,123	448,651,786	406,575,1	1,032,124.72	935.74	2.3	721,266.57
2,277	11,298	8,520	427,297	142,432	1,548.90	516.30	3.6	487.00
75,119	289,772	88,607	4,298,818	214,940	15,128.92	756.45	3.5	7,436.04
16,910	42,096	16,442	985,115	164,186	5,059.71	843.28	5.1	1,610.50
7,305	19,558	12,465	858,136	159,756	4,990.98	831.83	5.0	1,901.75
5,718	19,999	16,603	779,817	129,719	5,122.13	853.69	6.4	2,000.91
1,837	7,660	3,638	434,708	104,677	2,733.86	683.47	6.3	1,014.94
8,061	25,300	21,816	840,648	210,172	3,457.17	864.29	4.1	426.15
18,263	50,744	39,679	1,824,046	182,044	7,839.39	783.94	4.2	4,794.74
1,200	8,693	2,893	213,193	53,298	968.58	241.64	4.5	180.44
181,106	195,226	201,851	6,757,897	256,292	24,476.71	908.54	2.6	13,216.14

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

Post-office.	Carriers.	Delivered.				Collected.	
		Registered letters.	Letters.	Postal cards.	Newspapers, etc.	Local letters.	Mail letters.
296 Oak Park, Ill. *	5	418	278,436	51,404	286,220	14,557	73,113
296 Oberlin, Ohio	3	897	223,577	37,861	206,550	3,360	105,089
297 Ogdenburgh, N. Y.	6	2,342	445,399	96,070	375,109	34,259	498,378
298 Olean, N. Y.	6	936	281,109	46,466	227,007	7,240	111,715
299 Omaha, Nebr.	45	18,394	10,704,986	1,590,367	8,508,380	2,196,921	5,244,670
300 Onida, N. Y.	4	838	317,415	56,758	177,326	14,451	116,534
301 Oneonta, N. Y.	4	742	245,985	45,094	216,139	3,523	65,418
302 Orange, N. J.	7	1,035	826,514	94,830	303,051	57,767	314,685
303 Oshkosh, Wis.	9	2,776	837,036	169,278	734,890	21,002	358,271
304 Oskaloosa, Iowa	5	904	374,592	88,716	329,346	25,358	237,538
305 Oswego, N. Y.	10	2,654	1,033,385	210,321	836,833	66,854	406,158
306 Ottawa, Ill.	6	1,499	472,350	90,592	366,752	18,945	214,930
307 Ottawa, Kans.	4	730	424,275	56,424	366,848	15,975	143,656
308 Ottumwa, Iowa	7	1,690	712,548	147,831	569,429	58,935	502,843
309 Owego, N. Y.	4	671	325,256	61,760	190,014	19,133	265,182
310 Paducah, Ky.	5	4,143	427,624	83,373	199,292	11,398	282,062
311 Paris, Tex.	4	704	147,488	20,399	79,116	3,012	79,493
312 Parkersburgh, W. Va.	4	1,280	329,838	36,523	144,777	10,087	144,693
313 Pasadena, Cal. *	5	1,063	292,743	39,407	267,237	12,744	148,065
314 Passaic, N. J.	4	910	507,588	68,616	204,016	26,265	135,131
315 Paterson, N. J.	22	5,370	2,370,113	356,491	2,326,226	220,995	721,197
316 Pawtucket, R. I.	8	1,338	1,445,392	426,898	869,329	142,018	524,504
317 Peekskill, N. Y. †	5	847	229,163	25,188	171,806	25,765	197,551
318 Pekin, Ill.	3	418	280,464	50,688	177,695	10,690	224,234
319 Pensacola, Fla.	5	820	178,323	21,330	111,257	5,602	115,561
320 Peoria, Ill.	17	7,333	2,356,398	485,752	1,166,641	297,717	1,553,086
321 Petersburg, Va.	9	7,054	924,732	205,729	644,572	61,435	653,768
322 Philadelphia, Pa.	715	244,427	93,488,400	32,080,230	34,536,279	42,159,990	49,301,580
323 Pine Bluff, Ark.	4	942	253,589	49,331	161,357	6,089	107,809
324 Plaquemine, Ohio	5	1,102	362,570	63,396	172,062	7,131	262,414
325 Pittsburgh, Pa.	104	44,003	13,568,827	2,427,447	4,976,056	8,225,770	6,461,292
326 Pittsfield, Mass.	1	1,169	521,948	126,138	306,167	35,170	193,480
327 Pittston, Pa.	6	1,061	282,526	49,637	202,535	14,247	109,518
328 Plainfield, N. J.	8	1,653	841,746	139,087	298,693	46,006	207,741
329 Plattsburgh, N. Y.	3	716	181,545	26,538	111,362	14,800	143,161
330 Port Huron, Mich.	6	4,942	671,852	144,644	464,571	31,190	475,997
331 Port Jervis, N. Y.	4	1,082	267,615	45,670	155,018	16,185	204,568
332 Portland, Me.	23	25,123	8,182,647	564,932	1,427,771	217,380	1,919,449
333 Portland, Oregon	16	10,778	2,091,618	171,041	1,227,143	244,899	2,048,458
334 Portsmouth, N. H.	6	722	339,365	97,926	225,437	12,523	187,299
335 Portsmouth, Ohio	5	1,508	337,477	78,674	285,805	10,135	231,702
336 Portsmouth, Va.	5	1,617	296,813	67,938	167,318	20,521	377,807
337 Pottsville, Pa.	8	2,000	669,153	129,613	609,054	40,411	440,401
338 Poughkeepsie, N. Y.	10	2,851	948,680	172,501	473,219	69,041	420,067
339 Providence, R. I.	40	12,027	5,612,707	1,074,937	3,163,951	1,103,116	3,238,117
340 Pueblo, Colo.	10	2,697	830,336	98,434	645,140	91,828	637,872
341 Quincy, Ill.	16	8,821	1,600,447	364,668	1,342,960	56,348	706,945
342 Quincy, Mass. †	5	165	110,698	17,401	66,069	4,080	45,115
343 Racine, Wis.	10	3,311	952,207	195,459	608,798	33,810	499,884
344 Raleigh, N. C.	6	1,910	243,651	46,663	179,507	7,512	127,242
345 Reading, Pa.	21	5,288	2,389,450	622,585	1,778,942	155,176	930,500
346 Red Wing, Minn.	3	787	341,101	55,814	226,651	3,725	84,777
347 Richmond, Ind.	9	3,996	1,106,847	207,722	827,205	73,103	532,606
348 Richmond, Va.	37	26,898	3,618,870	809,843	1,761,854	479,413	1,964,322
349 Roanoke, Va.	4	4,107	381,419	40,391	189,374	6,296	158,750
350 Rochester, N. Y.	66	23,745	8,016,051	1,802,027	3,844,253	1,001,681	4,024,952
351 Rockford, Ill.	11	1,169	1,521,581	308,756	1,280,517	32,397	972,008
352 Rock Island, Ill.	7	1,071	512,787	77,315	388,467	26,734	243,747
353 Rockland, Me.	5	443	184,561	28,761	130,021	14,933	196,707
354 Rome, Ga.	4	742	259,683	50,874	144,470	47,710	328,899
355 Rome, N. Y.	7	1,353	588,330	102,088	332,437	30,080	269,936
356 Rutland, Vt.	6	2,934	838,278	124,890	376,994	99,838	703,596
357 Sacramento, Cal.	15	1,652	1,490,835	130,005	606,065	46,236	640,007
358 Saginaw, Mich.	8	1,636	810,920	119,799	1,040,466	59,079	404,420
359 St. Albans, Vt.	4	1,133	297,862	50,872	174,251	9,917	167,994
360 St. Cloud, Minn.	3	310	83,847	13,437	80,758	2,404	31,008
361 St. Johnsbury, Vt. †	4	720	175,618	33,729	154,282	14,845	158,555
362 St. Joseph, Mo.	18	10,272	3,047,010	490,787	1,650,598	224,843	1,483,207
363 St. Louis, Mo.	226	214,295	46,256,152	11,181,294	20,212,970	11,805,028	38,022,604
364 St. Paul, Minn.	74	41,278	14,116,745	1,924,883	7,178,220	2,601,899	5,902,202
365 Salem, Mass.	13	2,009	818,002	211,653	601,406	55,927	375,722
366 Salem, Ohio	3	1,085	255,585	60,373	226,859	11,513	101,940
367 Salem, Oregon	3	1,346	165,027	18,156	118,726	4,882	107,513
368 Salina, Kans.	4	89	227,681	37,638	191,489	7,708	110,811

* Established July 1, 1889.

† Established January 1, 1890.

FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 249

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected..			Pieces handled.		Cost of service.			Postage on local matter.	
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.		
11,339	10,286	9,758	665,526	183,105	\$3,557.57	\$711.51	5.1	\$1,094.00	295
3,060	14,033	7,626	602,073	200,691	1,556.82	518.94	2.5	422.36	296
8,194	96,707	382,194	1,929,547	321,591	5,235.94	872.66	2.7	979.95	297
5,859	20,631	9,325	709,808	141,961	4,058.03	811.81	5.7	1,269.02	298
1,145,777	1,455,078	674,076	31,538,619	700,858	38,988.34	866.41	1.2	69,186.45	299
5,202	24,966	19,338	733,228	183,307	3,154.96	788.74	4.3	660.13	300
1,337	9,360	5,783	583,341	144,345	2,597.50	649.39	4.3	883.77	301
23,027	43,054	16,847	1,680,810	240,114	5,590.30	798.61	3.3	4,985.10	302
14,560	58,707	53,812	2,343,932	260,437	7,777.72	864.19	3.3	2,502.43	303
19,056	41,974	28,322	1,146,466	229,281	3,387.16	677.43	2.8	1,294.89	304
53,256	96,306	95,284	2,564,111	256,411	8,107.49	810.75	3.1	2,778.47	305
8,504	33,009	17,079	1,222,660	203,926	4,598.44	751.41	3.6	1,400.76	306
6,581	24,702	7,197	1,046,485	261,621	2,839.56	709.89	2.7	1,092.51	307
47,099	169,602	40,678	2,271,553	324,507	5,707.13	815.36	2.5	2,534.33	308
9,515	39,174	32,970	943,775	235,944	2,836.58	709.64	3.0	647.34	309
9,637	53,719	13,794	1,084,442	216,888	4,040.92	808.18	3.6	871.96	310
2,952	9,149	3,189	345,502	86,375	3,236.77	809.19	9.6	394.27	311
2,523	28,245	7,582	705,498	176,374	3,275.77	818.94	4.3	2,098.94	312
7,481	13,666	17,456	799,862	159,072	4,263.52	852.78	5.2	918.71	313
8,630	19,251	69,154	1,039,563	259,890	2,889.81	722.45	2.7	1,561.06	314
179,462	142,335	105,510	6,424,689	292,485	18,041.43	820.08	2.8	9,505.43	315
72,341	126,966	44,061	3,657,827	457,228	7,189.31	892.41	1.9	4,322.44	316
7,238	28,109	43,786	739,443	147,888	1,812.35	850.47	2.4	622.86	317
8,941	34,450	44,470	811,960	270,653	2,046.07	862.69	2.5	482.78	318
2,822	7,889	8,671	452,275	90,455	3,368.25	678.67	7.4	1,167.37	319
181,798	1,104,369	331,634	7,484,723	493,218	12,022.05	767.24	1.6	11,408.12	320
51,944	236,143	47,609	2,832,986	314,776	6,840.81	709.99	2.4	1,928.12	321
19,832,180	15,061,500	20,298,680	366,998,147	429,868	689,235.05	863.95	2.2	1,192,700.40	322
11,331	14,596	5,959	610,994	155,248	2,406.00	600.00	3.8	769.82	323
6,140	102,690	52,395	1,029,210	205,642	2,823.37	564.67	2.7	893.59	324
1,082,397	1,669,672	896,973	34,378,171	330,558	94,399.01	907.68	3.3	129,860.50	325
14,942	26,958	18,788	1,244,760	207,490	5,460.50	910.08	4.5	3,719.38	326
2,633	16,237	6,730	1,685,124	114,187	4,228.95	704.82	6.1	1,160.82	327
26,172	32,446	13,739	1,801,383	200,173	6,080.47	768.00	3.6	3,496.27	328
2,679	7,469	7,916	566,386	168,795	2,061.47	664.16	3.9	924.23	329
7,397	109,347	91,669	2,001,629	337,204	5,201.83	866.87	2.5	1,540.13	330
7,896	23,238	63,219	793,099	198,274	2,624.52	656.83	3.3	844.95	331
132,019	339,643	232,138	8,041,102	349,613	19,217.85	835.56	2.3	12,090.26	332
97,496	267,309	99,578	6,198,319	387,394	13,726.25	857.89	2.2	11,012.66	333
7,232	22,223	13,623	1,867,350	146,225	3,776.20	629.70	4.3	1,081.56	334
5,558	57,439	16,669	1,019,667	203,955	3,799.46	759.89	3.7	898.35	335
21,995	67,062	30,874	1,051,965	210,393	4,070.32	814.93	4.5	716.83	336
23,841	91,301	110,737	2,116,511	264,564	6,778.70	847.34	3.2	1,723.27	337
36,980	73,438	42,652	2,238,409	228,840	8,474.26	847.43	3.7	5,024.67	338
418,579	443,859	277,510	15,345,103	318,369	49,191.60	1,003.91	3.2	53,999.74	339
56,995	66,806	77,583	2,507,780	250,778	8,394.93	834.49	3.3	5,854.45	340
42,459	161,264	90,566	4,465,478	279,092	11,748.84	734.80	2.6	3,843.96	341
2,664	6,009	3,552	255,693	51,138	1,663.13	332.63	6.5	530.71	342
13,751	99,471	84,258	2,490,940	249,094	8,956.56	895.66	3.5	1,977.36	343
3,918	26,341	20,594	657,338	109,556	3,951.96	536.66	6.0	1,291.79	344
100,058	247,697	128,909	5,758,693	274,222	17,764.57	845.83	3.0	10,065.94	345
2,498	11,923	26,395	663,351	221,117	2,643.47	747.82	3.3	344.44	346
25,633	108,960	130,721	3,016,793	335,199	8,008.07	889.78	2.6	3,147.64	347
419,991	396,362	162,874	9,730,327	262,892	30,425.24	822.30	3.1	14,570.23	348
5,504	20,691	4,387	806,929	202,232	2,933.81	733.45	3.6	2,334.30	349
365,714	873,743	676,173	20,628,339	317,830	61,222.69	941.68	2.9	49,770.74	350
15,350	240,476	600,863	4,988,966	328,920	10,909.64	839.20	2.1	4,889.29	351
8,222	43,576	37,582	1,340,491	191,213	5,246.43	748.49	3.9	1,495.53	352
9,949	22,882	14,278	617,395	123,479	3,586.70	717.34	5.8	1,158.52	353
22,862	57,272	11,091	923,623	230,906	3,228.28	807.07	3.5	1,499.51	354
14,676	50,672	29,813	1,419,391	202,770	6,859.42	837.06	4.1	1,418.13	355
49,882	111,315	153,091	2,444,757	407,458	4,691.40	781.90	1.9	2,591.50	356
39,986	44,966	33,409	3,029,063	201,938	12,917.77	861.18	4.2	3,365.48	357
14,297	44,470	83,083	2,593,180	324,147	5,632.39	710.29	2.1	2,309.13	358
3,563	19,930	37,826	763,378	190,844	2,824.39	706.09	3.7	436.32	359
1,649	3,800	2,784	219,397	73,132	1,804.41	601.44	5.8	1,085.77	360
4,006	23,952	21,431	588,230	147,057	1,950.91	487.73	8.3	671.45	361
160,773	425,062	211,980	7,704,592	428,033	14,629.32	812.74	1.9	14,627.28	362
5,622,698	13,244,812	15,531,183	161,590,931	715,904	226,773.29	1,003.43	1.4	407,762.36	363
998,881	948,288	1,036,353	34,637,724	467,942	70,705.46	965.48	2.0	75,583.26	364
40,925	72,820	43,053	2,221,183	170,860	11,228.98	863.77	5.0	3,342.26	365
5,377	24,419	10,589	997,069	232,553	2,970.69	758.89	3.7	856.04	366
2,474	7,185	13,096	428,357	142,786	2,581.25	800.42	6.0	678.61	367
2,211	25,487	10,951	614,015	153,804	3,402.58	865.64	5.6	1,061.65	368

Established October 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, 'the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal cards.	Newspapers, etc.	Local letters.	Mail letters.
369	Salt Lake City, Utah.	12	5,993	1,157,613	180,962	1,053,134	132,121	664,120
370	San Antonio, Tex.	11	7,273	1,054,068	84,463	766,503	43,209	606,496
371	San Diego, Cal.	9	3,077	649,286	65,425	493,420	30,169	395,097
372	Sandusky, Ohio.	8	1,181	552,170	147,607	413,400	17,779	259,672
373	San Francisco, Cal.	160	126,806	25,956,124	7,178,707	11,233,177	6,576,690	14,637,085
374	San José, Cal.	12	3,254	1,138,499	109,985	1,036,322	66,724	676,259
375	Santa Rosa, Cal.*	4	263	71,952	12,717	62,862	3,250	45,954
376	Saratoga Springs, N. Y.	7	3,501	1,133,847	152,482	472,039	52,589	796,802
377	Savannah, Ga.	18	10,622	2,238,799	616,704	828,076	307,816	1,626,364
378	Schenectady, N. Y.	7	1,167	690,622	117,623	636,328	18,032	176,534
379	Scranton, Pa.	24	6,156	2,769,906	427,036	1,908,256	389,924	1,016,777
380	Seattle, Wash.	12	11,455	1,710,528	125,389	963,082	94,261	980,519
381	Sedalia, Mo.	9	4,036	1,046,959	251,981	971,301	44,863	595,738
382	Selma, Ala.	4	874	239,231	34,589	217,732	12,866	100,490
383	Seneca Falls, N. Y.	4	402	197,489	33,568	203,135	2,759	38,150
384	Sheboygan, Wis.	6	1,115	290,660	52,748	235,488	4,843	85,784
385	Shenandoah, Pa.†	5	245	66,353	14,490	42,504	1,870	55,846
386	Sherman, Tex.	4	1,146	255,109	43,710	160,883	7,180	128,238
387	Shreveport, La.	4	4,601	207,146	23,534	129,558	6,855	146,673
388	Sing Sing, N. Y.†	4	652	366,062	54,721	201,187	69,895	262,192
389	Sioux City, Iowa.	14	3,014	1,093,782	135,090	799,297	105,009	1,073,673
390	Sioux Falls, S. Dak.	4	1,384	427,036	71,791	261,726	19,971	190,494
391	South Bend, Ind.	11	6,417	1,226,395	144,510	797,611	79,975	1,216,312
392	South Norwalk Conn.†	4	786	212,829	38,423	107,782	7,095	81,868
393	South Omaha, Nebr.†	4	817	411,898	46,909	353,963	17,100	426,072
394	Spokane Falls, Wash.	7	3,035	695,542	50,679	356,043	40,881	492,837
395	Springfield, Ill.	12	6,095	1,717,892	368,217	1,137,906	90,943	1,215,336
396	Springfield, Mass.	22	5,728	2,294,156	445,845	1,272,443	241,736	1,287,406
397	Springfield, Mo.	9	1,245	496,178	72,382	324,744	22,207	402,285
398	Springfield, Ohio.	16	23,358	1,952,105	408,622	952,860	90,816	837,047
399	Stamford, Conn.	5	926	385,433	59,565	220,092	18,951	119,761
400	Stamton, Va.	4	982	196,867	37,384	137,195	12,771	173,913
401	Sterling, Ill.	4	631	314,182	64,624	211,154	10,552	154,181
402	Steubenville, Ohio.	7	1,892	493,465	94,196	312,649	12,782	163,965
403	Stillwater, Minn.	6	1,591	669,761	112,730	434,590	74,443	268,298
404	Stockton, Cal.	7	1,384	448,685	51,009	350,755	39,246	388,210
405	Streator, Ill.	6	1,215	371,218	77,220	299,642	15,439	180,534
406	Syracuse, N. Y.	40	16,649	5,527,978	970,133	2,299,012	499,399	2,319,894
407	Tacoma, Wash.	13	10,331	1,180,208	282,725	959,159	170,129	1,115,169
408	Taunton, Mass.	9	1,513	966,994	152,000	653,455	99,478	430,514
409	Terre Haute, Ind.	13	8,709	2,085,639	550,958	1,560,753	145,198	1,738,787
410	Tiffin, Ohio.	5	878	342,787	77,990	304,352	10,227	173,601
411	Titusville, Pa.	5	1,205	368,176	65,401	195,467	16,967	174,275
412	Toledo, Ohio.	37	19,690	4,747,583	977,898	1,943,596	325,919	2,049,831
413	Topeka, Kans.	18	12,082	3,269,044	443,279	1,869,664	398,061	1,576,373
414	Trenton, N. J.	26	4,635	1,561,700	325,845	945,790	136,868	800,323
415	Trinidad, Colo.†	4	1,272	265,106	42,084	161,445	12,643	229,900
416	Troy, N. Y.	37	11,461	4,161,958	761,841	1,628,810	992,794	2,126,365
417	Urbana, Ohio.†	3	291	150,882	37,529	92,066	3,995	50,912
418	Utica, N. Y.	23	14,369	2,574,940	529,378	1,227,171	248,124	1,565,374
419	Vicksburg, Miss.	6	4,402	284,960	43,670	126,458	6,724	172,055
420	Vincennes, Ind.	5	2,486	545,133	96,430	230,356	18,612	413,874
421	Waco, Tex.	6	1,150	363,990	47,395	189,726	10,780	177,814
422	Walla Walla, Wash.	3	1,107	145,104	9,379	118,656	7,722	102,749
423	Waltham, Mass.	7	901	1,038,774	157,507	439,006	59,065	438,541
424	Warren, Ohio.	3	1,062	313,494	60,612	233,901	19,634	195,102
425	Warren, Pa.	3	779	294,621	50,133	191,036	11,686	109,149
426	Washington, D. C.	125	53,778	12,687,127	2,353,354	7,162,419	2,186,874	8,686,337
427	Washington, Pa.*	4	421	150,966	25,844	92,535	7,079	75,620
428	Waterbury, Conn.	10	1,462	643,837	99,298	435,606	37,384	261,240
429	Waterloo, Iowa.	4	1,071	254,065	62,404	246,505	11,750	213,102
430	Watertown, N. Y.	9	3,447	932,869	132,364	500,806	43,817	614,464
431	Wausau, Wis.†	4	410	139,182	23,958	141,040	7,240	60,653
432	Wellington, Kans.	3	906	244,698	76,240	194,072	12,326	194,712
433	West Chester, Pa.	3	522	246,145	48,308	130,378	12,965	178,149
434	Westerly, R. I.	5	774	150,597	24,577	134,267	8,933	65,041
435	Westfield, Mass.†	5	618	277,946	44,853	146,753	9,266	167,360
436	West Troy, N. Y.	4	680	242,390	36,065	133,689	3,138	93,076
437	Wheeling, W. Va.	16	12,210	1,532,025	328,132	849,676	132,143	1,406,134
438	Wichita, Kans.	14	4,909	1,269,102	167,543	654,710	64,847	819,658
439	Wilkes Barre, Pa.	15	3,617	1,913,857	400,652	1,367,268	301,572	1,178,129
440	Williamsport, Pa.	13	6,368	1,367,311	259,814	612,707	108,082	747,684
441	Wilmington, Del.	19	5,169	2,189,678	489,096	1,048,266	172,080	886,249
442	Wilmington, N. C.	8	3,193	846,843	187,205	866,403	64,436	564,231

* Established January 1, 1890.

† Established April 1, 1890.

FIRST ASSISTANT—OPERATIONS OF FREE DELIVERY. 251

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mille.	
77,604	124,187	92,857	3,488,591	290,716	\$7,750.48	\$645.87	2.2	\$8,200.42
39,534	60,000	39,907	2,701,833	245,621	10,060.34	914.58	3.7	5,068.86
12,505	24,284	39,925	1,593,162	177,018	7,758.41	862.05	4.9	2,419.41
13,402	66,170	18,384	1,489,765	186,221	6,858.39	857.29	4.6	2,503.69
2,080,708	2,139,679	2,931,713	73,859,689	461,623	155,801.55	974.25	2.1	179,741.53
41,194	62,879	66,390	3,200,506	266,625	10,890.94	907.58	3.4	5,815.60
1,631	4,998	1,929	205,675	51,419	1,423.19	355.79	6.9	175.43
35,640	98,313	64,802	2,810,215	401,459	6,652.48	950.35	2.3	2,191.28
217,360	583,668	164,010	6,493,419	360,745	15,833.21	879.62	2.4	10,316.71
15,773	30,575	29,203	1,706,858	243,694	5,728.98	818.43	2.3	1,658.94
112,790	135,304	137,410	6,894,559	287,273	17,966.82	748.62	2.6	19,221.75
54,951	59,248	110,381	4,089,614	340,801	9,502.88	791.91	2.3	11,660.03
37,507	141,276	65,810	3,153,472	350,386	7,859.70	873.30	2.4	1,802.31
4,286	16,933	9,014	636,015	159,004	3,157.87	789.47	4.9	1,891.51
1,075	5,800	4,475	486,683	121,721	3,259.32	814.83	6.6	580.93
3,818	12,550	4,781	751,287	125,215	4,340.07	723.34	5.8	727.86
839	10,222	3,407	195,876	39,175	1,017.73	205.55	5.2	48.50
4,286	22,035	18,030	640,612	160,153	3,888.25	972.06	6.0	778.80
5,176	18,049	8,978	550,570	137,642	3,477.76	869.44	6.3	1,060.17
14,796	36,389	63,515	1,064,309	266,077	2,502.32	625.58	2.3	2,499.93
56,068	157,271	67,066	3,490,825	249,345	10,772.71	769.48	2.0	10,201.94
11,953	37,556	14,792	1,036,703	259,176	3,709.69	927.42	3.5	1,047.86
50,317	258,347	65,255	3,845,139	348,558	7,259.06	659.09	1.9	2,248.21
3,597	13,567	3,197	467,144	116,786	2,666.63	666.66	5.7	1,052.83
14,272	92,225	699,714	1,940,690	485,172	2,655.98	671.49	1.3	829.55
32,671	33,043	37,174	1,748,005	249,715	4,548.57	649.51	2.6	2,514.34
81,656	282,022	301,250	5,201,320	433,443	10,467.79	867.32	2.0	6,682.56
95,520	228,225	137,075	6,004,693	272,941	18,684.81	849.31	3.1	13,586.96
10,532	55,257	18,875	1,413,745	157,083	6,502.07	722.45	4.6	2,798.23
39,617	169,395	208,673	4,672,463	292,029	13,515.20	844.70	2.9	4,719.79
5,638	17,742	9,498	838,804	167,761	3,412.24	680.25	4.0	2,873.74
6,372	38,685	20,311	626,380	156,595	3,509.59	877.39	5.6	918.75
4,775	31,188	11,033	802,320	200,580	3,458.85	864.71	4.3	746.70
7,153	54,328	15,513	1,175,933	167,990	5,747.07	821.01	4.9	1,319.11
21,850	41,450	33,506	1,658,210	276,368	5,289.21	878.20	3.1	2,973.84
30,182	23,528	67,108	1,380,114	197,159	6,084.26	869.18	4.4	1,777.91
9,046	35,684	30,930	1,020,924	170,154	4,438.62	739.77	4.3	994.70
268,291	417,582	229,396	12,529,334	313,233	34,909.53	872.74	2.7	33,275.14
142,325	109,207	88,650	4,057,803	312,139	8,331.90	604.92	2.0	10,800.07
54,106	81,569	43,565	2,482,214	273,802	7,511.40	834.60	3.0	4,961.87
129,072	582,651	394,199	7,186,964	552,843	8,908.84	883.30	1.1	4,704.39
7,159	38,385	10,914	963,273	192,655	4,068.15	813.63	4.2	772.03
5,733	27,632	16,611	886,687	173,337	4,358.99	871.80	5.0	1,205.15
177,929	502,298	187,212	10,881,920	294,106	30,475.30	823.66	2.8	17,519.70
225,164	237,628	82,415	8,103,710	450,208	15,016.76	834.26	1.8	10,645.61
84,619	156,825	73,157	4,089,640	157,294	17,030.25	655.01	4.1	9,560.11
6,101	16,107	6,165	740,817	185,294	2,848.71	712.18	3.8	1,043.82
453,766	485,747	441,532	11,054,274	298,764	27,422.15	741.14	2.4	27,577.65
965	13,838	4,113	354,291	118,097	1,965.29	655.10	6.5	526.94
104,427	290,788	203,958	7,058,519	306,892	20,537.62	862.94	2.8	11,492.80
2,978	18,265	12,581	672,493	112,082	4,839.79	806.63	7.2	979.76
20,049	56,521	23,372	1,408,733	281,747	3,315.11	663.02	2.3	1,045.62
5,500	18,285	11,055	825,695	137,616	4,439.52	739.92	5.3	2,379.52
5,329	6,172	4,691	395,909	31,969	2,133.30	711.10	5.3	755.52
34,970	65,085	38,999	2,272,848	324,604	5,900.56	842.94	2.5	3,755.56
6,604	53,167	51,416	944,052	314,684	2,210.18	736.96	2.3	573.80
3,063	18,412	5,506	693,985	231,328	2,618.62	879.54	3.8	1,231.77
1,071,980	1,122,092	1,759,269	37,063,230	296,506	119,828.90	958.63	3.2	76,374.15
1,970	8,558	2,908	365,901	91,475	1,424.87	356.22	8.8	206.16
14,102	29,707	16,560	1,556,296	155,630	7,944.05	794.40	5.1	4,849.21
6,992	50,509	32,001	878,309	219,599	3,198.30	799.57	3.6	835.73
17,291	75,727	125,364	2,346,149	260,893	6,833.19	759.24	2.9	2,467.74
2,052	9,866	5,427	389,928	97,482	1,996.39	499.10	5.1	771.52
9,782	37,659	28,263	793,668	264,566	2,623.84	874.61	3.3	581.37
6,683	37,218	17,122	677,510	225,837	2,393.06	797.68	3.5	1,259.44
3,495	7,829	5,655	404,168	80,834	4,243.66	848.73	10.4	996.45
3,663	16,215	5,759	673,834	134,767	2,306.30	461.26	3.4	1,068.20
2,527	13,408	29,367	554,935	138,734	2,773.73	693.43	4.9	234.51
81,879	261,945	148,790	4,754,929	297,193	11,103.07	693.94	2.3	5,278.38
31,531	119,253	66,819	3,198,372	228,455	12,794.27	907.45	2.9	4,475.93
90,361	226,773	137,751	5,628,980	375,265	13,491.39	899.42	2.3	13,847.35
29,953	158,283	89,597	3,976,747	256,981	10,897.23	838.25	3.2	3,913.95
88,081	170,877	58,002	5,103,916	268,627	16,276.16	836.65	3.1	9,690.38
36,602	123,126	21,392	2,713,606	339,201	4,866.16	608.53	1.7	3,351.75

Established July 1, 1889.

Established July 1, 1889.

Established October 1, 1889.

TABLE A.—Statement showing the number of carriers in service June 30, 1890, the

	Post-office.	Carriers.	Delivered.				Collected.	
			Registered letters.	Letters.	Postal-cards.	Newspapers, etc.	Local letters.	Mail letters.
443	Winfield, Kans.	5	703	400,485	75,860	338,555	18,661	249,375
444	Winona, Minn.	8	1,755	487,130	95,327	516,777	12,282	209,099
445	Woburn, Mass.	5	332	245,032	54,723	167,228	13,105	59,866
446	Woonsocket, R. I.	7	988	378,213	69,919	335,937	24,297	173,464
447	Wooster, Ohio.	4	1,814	337,093	75,203	307,318	9,468	180,985
448	Worcester, Mass.	29	6,181	2,612,432	562,709	1,758,055	257,248	963,658
449	Xenia, Ohio.	4	340	233,870	52,078	152,059	7,191	72,929
450	Yonkers, N. Y.	13	2,253	1,664,297	285,030	601,327	213,603	637,300
451	York, Pa.	8	2,364	633,512	140,773	427,290	21,603	273,831
452	Youngstown, Ohio.	9	3,284	937,703	188,994	567,516	68,545	485,601
453	Ypsilanti, Mich.	4	697	276,280	40,514	175,061	8,886	134,823
454	Zanesville, Ohio.	11	4,004	1,071,855	218,555	683,686	62,896	574,762
	Total.	9,060	4,734,538	1,145,486,531	252,494,962	530,479,752	266,255,612	685,812,799
	Amount paid post-office inspectors.							
	Total.							

* Established July 1, 1889.

amount of mail delivered and collected, the number of pieces handled, etc.—Continued.

Collected.			Pieces handled.		Cost of service.			Postage on local matter.
Local postal-cards.	Mail postal-cards.	Newspapers, etc.	Aggregate.	Per carrier.	Aggregate.	Per carrier.	Per piece in mills.	
10, 280	94, 430	25, 954	1, 211, 313	242, 283	\$3, 644. 93	\$729. 39	3. 0	\$794. 52 443
8, 586	34, 804	30, 352	1, 396, 202	174, 525	6, 905. 43	863. 18	4. 8	2, 195. 74 444
6, 711	15, 274	9, 342	801, 513	120, 303	3, 999. 38	799. 89	6. 6	999. 26 445
9, 703	34, 215	11, 905	1, 033, 631	147, 661	6, 055. 79	805. 11	5. 8	1, 644. 50 446
9, 126	33, 118	37, 626	981, 746	245, 437	2, 969. 23	742. 31	3. 0	699. 94 447
124, 459	165, 097	95, 205	6, 545, 042	225, 691	24, 817. 89	856. 79	8. 7	18, 442. 50 448
2, 487	15, 692	3, 933	540, 770	135, 192	2, 982. 57	745. 04	5. 5	895. 00 449
98, 140	145, 549	140, 602	3, 806, 011	292, 770	10, 329. 01	794. 50	2. 7	13, 397. 85 450
12, 243	63, 787	21, 612	1, 602, 295	260, 376	6, 873. 46	859. 18	4. 2	2, 138. 57 451
25, 005	51, 658	46, 496	2, 343, 742	260, 416	6, 732. 89	745. 10	2. 4	3, 428. 51 452
4, 520	19, 374	8, 422	667, 577	166, 894	2, 774. 35	693. 69	4. 1	693. 08 453
28, 215	158, 149	51, 506	2, 850, 918	259, 174	8, 851. 99	804. 73	3. 1	2, 786. 06 454
110, 280, 985	143, 503, 868	158, 210, 659	2, 297, 259, 696	363, 695	7, 949, 762. 04	876. 88	2. 4	10, 184, 764. 42
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REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
FOR
1890.



REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, November 7, 1890.

SIR: I have the honor to submit the following report of the office of the Second Assistant Postmaster-General for the year ended June 30, 1890:

MAIL SERVICE IN GENERAL.

The annual rate of expenditure for inland mail transportation on June 30, 1890, was—

For 15,887 star routes, aggregating 237,456.81 miles in length.....	\$5,411,666.06½
For 6,714 mail messenger routes, aggregating 5,245.33 miles in length..	1,019,287.56
For 129 steam-boat routes, aggregating 10,456.42 miles in length.....	462,819.72
For 2,176 special-office routes, aggregating 20,052.81 miles in length..	42,840.13
For 2,199 railroad routes, aggregating 154,779.35 miles in length.....	20,469,231.55
For 172 railway post-office car routes, aggregating 29,665.14 miles in length.....	2,526,000.11
For 5,836 railway post-office clerks.....	5,818,655.00
For mail equipments.....	247,515.15½
For necessary and special facilities on trunk lines.....	295,421.78
Total	36,693,437.07

Comparison with the report for June 30, 1889, shows:

Star service.—For the star service an increase of 810 routes, an increase of 4,125 miles in length of routes, and an increase of \$183,278.99½ in the annual rate of expenditure. The number of miles traveled per annum was 95,160,918.76, at a cost of 5.68 cents per mile; the average number of trips per week was 3.85; an increase of 5,383,318.06 in the number of miles traveled per annum, a decrease of 0.14 cent in the rate of cost per mile, and an increase of 0.16 in the average number of trips per week.

Regulation wagon service.—In regulation wagon service (included in the star service) there were 36 routes, aggregating 507.04 miles in length; the annual rate of expenditure was \$451,048.14; the number of miles traveled per annum, 1,945,290.37; the rate of cost per mile, 23.18 cents; the average number of trips per week, 36.89; an increase of 6 routes, of 106.34 miles in length of routes, of \$47,318.40 in annual rate of expenditure, and of 428,945.72 in the number of miles traveled per annum; a decrease of 3.44 cents in the rate of cost per mile, and an increase of 0.51 in the average number of trips per week.

Special-office service.—For the special-office service, an increase of 177 routes, of 3,228.15 miles in length of routes, and a decrease of \$8,769.03 in annual expenditure. The number of miles traveled per annum (estimated on a basis of 1.79 average trips per week) was 3,733,071.04, at a cost of 1.14 cents per mile; the average number of trips per week, as estimated, was 1.79; an increase over the estimate for 1889 of 753,304.68 in the number of miles traveled per annum, a decrease of 0.59 cents in the rate of cost per mile, and an increase of 0.09 in the average number of trips per week.

Mail-messenger service.—For mail-messenger service, an increase of 370 routes, of 222.06 miles in length of routes, of \$70,098.71 in annual rate of expenditure. The number of miles traveled per annum was 9,563,017.40, at a cost of 10.65 cents per mile; the average number of trips per week was 17.53; a decrease of 1,218,736.49 in the number of miles traveled per annum, an increase of 1.85 cents in the rate of cost per mile, and a decrease of 3.10 in the average number of trips per week.

Steamboat service.—For the steamboat service an increase of one route, a decrease of 141.45 miles in length of routes, and an increase of \$16,787.24 in annual rate of expenditure. The number of miles traveled per annum was 3,236,806.05, at a cost of 14.29 cents per mile; the average number of trips per week was 2.97; an increase of 66,531.79 in the number of miles traveled per annum, an increase of 0.23 cent in the rate of cost per mile, and of 0.10 in the average number of trips per week.

Railroad service.—For the railroad service, an increase of 86 routes, of 4,397.82 miles in length of routes, and of \$1,428,135.77 in the annual rate of expenditure for transportation. The number of miles traveled per annum was 215,715,680.17, at a cost of 9.67 cents per mile for transportation; the average number of trips per week was 13.40; an increase of 11,523,191.09 in the number of miles traveled per annum, of 0.15 cent in the rate of cost per mile for transportation, and of 0.35 in the average number of trips per week.

Railway post-office car service.—For the railway post-office car service an increase of 16 routes, of 3,005.29 miles in length of routes, and of \$327,482.56 in the annual rate of expenditure.

Railroad service (including railway post-office car service).—For the railroad service (including the railway post-office car service) the annual rate of expenditure was \$23,395,231.66; the rate of cost per mile traveled was 10.84 cents; an increase of \$1,755,618.33 in the annual rate of expenditure and of 0.25 cent in the rate of cost per mile.

Railway post-office clerks.—For railway post-office clerks, an increase of 388 in the number of clerks, and of \$550,055.00 in annual rate of expenditure.

Mail equipments.—For mail equipments, an increase of \$50,884.32 $\frac{1}{2}$ in annual rate of expenditure.

Necessary and special facilities on trunk lines.—For necessary and special facilities on trunk lines, a decrease of \$233.60 in annual rate of expenditure.

The sums actually disbursed appear in the Auditor's report.

The number of contracts drawn in duplicate during the year was 5,989, a decrease of 704 from the number for the preceding year.

RECAPITULATION.

Summary of all classes of mail service in operation June 30, 1890:

Number of routes, 27,105; length of routes, 427,990.72 miles; annual rate of expenditure, \$36,693,437.07; number of miles traveled per an-

num, 327,409,493.02; rate of cost per mile traveled, 11.20 cents; rate of cost per mile of length, \$85.73; average number of trips per week, 7.35; an increase of 1,444, or 5.62 per cent., in the number of routes; of 11,831.58 miles, or 2.84 per cent., in length of routes; of \$2,617,719.96, or 7.68 per cent., in the annual rate of expenditure; of 16,507,608.73, or 5.30 per cent. in the number of miles traveled per annum; of 0.24 cent., or 2.18 per cent., in the rate of cost per mile traveled; of \$3.85, or 4.70 per cent., in the rate of cost per mile of length; and of 0.17, or 2.36 per cent., in the average number of trips per week.

TABLE I.—Comparison of star and steam-boat service.

Comparison of the star and steam-boat service for the year ended June 30, 1890, with the annual average of said service for the ten years next preceding, develops the following results:

	Star service.			Steam-boat service.		
	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.
	<i>Miles.</i>	<i>Dollars.</i>	<i>Cents.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Cents.</i>
Average for years 1880-'89, inclusive.	81,563,091.79	5,371,631.95	6.58	3,879,852.45	574,618.59	14.81
For year ended June 30, 1890	95,160,918.76	5,411,666.06½	5.68	3,236,806.05	462,819.72	14.29
Increase (per cent)	16.87					
Decrease (per cent)		2.87	1.68	16.87	19.45	3.51

TABLE II.—Statement showing the percentage of increase or decrease in the estimate of cost of inland mail service for each year from 1881 to 1892 inclusive, as compared with the amount appropriated for said service for the year next preceding in each case.

Year.	Appropriation.	Estimate.		Percentage of increase or decrease.	
	Amount.	Year.	Amount.	Increase.	Decrease.
1880	\$20,645,000.00	1881	\$24,125,000.00	15.73	.....
1881	23,326,000.00	1882	25,715,032.00	10.24	.....
1882	24,376,032.00	1883	25,738,000.00	5.50	.....
1883	26,067,000.00	1884	25,494,120.00	.....	2.20
1884	24,387,120.00	1885	27,441,505.60	12.52	.....
1885	26,401,000.00	1886	30,294,269.50	14.74	.....
1886	28,510,090.00	1887	30,363,755.64	6.50	.....
1887	30,100,432.00	1888	30,137,750.15	.12	.....
1888	30,137,750.15	1889	31,816,682.74	5.53	.....
1889	31,653,777.74	1890	34,878,942.02	10.18	.....
1890	34,612,213.28	1891	38,584,413.99½	11.47	.....
1891	37,591,413.00	1892	39,771,462.41½	5.70	.....

MAIL SERVICE IN DETAIL.

STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1890, was \$5,411,666.06½; the number of routes was 15,887, the aggregate length of routes, 237,456.81 miles, and the annual travel 95,160,918.76 miles.

The rate of cost per mile traveled was 5.68 cents.

The average number of trips per week was 3.85.

The appropriation for the last fiscal year was \$5,650,000.

The sum expended was \$5,320,732.37, leaving an unexpended balance of \$329,267.63.

The annual rate of expenditure on July 1, 1890, under contracts made during the last fiscal year, for the performance of star service from July 1, 1890, to June 30, 1894, in the fourth contract section, embracing Arkansas, Louisiana, Texas, Indian Territory, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah, Idaho, Washington, Oregon, Nevada, California, and Alaska, was \$1,853,976.89, a decrease from the annual rate of expenditure for service in the same section on June 30, 1890, of \$213,674.35, representing a saving of \$854,697.40 for the ensuing contract term of four years from July 1, 1890.

The total number of star routes in operation on July 1, 1890, was 16,643, an increase of 756 over the number in operation on June 30, 1890.

The total annual rate of expenditure was,

July 1, 1890.....	\$5,250,704.27½
August 31, 1890.....	5,305,371.21½
September 30, 1890.....	5,334,548.31½

The appropriation for the current fiscal year is \$5,812,216.55.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$5,892,730.51½, being \$80,513.96½, or 1.38 per cent., more than the appropriation for the current fiscal year.

During the past year efforts have been made to correct the abuse of this service resulting from the abandonment of unprofitable routes by accepted bidders and contractors.

Section 3952 Revised Statutes (until recently in force) provided that no bidder for carrying the mails should be released from his obligations under his proposal, notwithstanding an award made to a lower bidder, until a contract was executed and the service actually begun.

Under this statute, if an accepted bidder or contractor failed to begin the service, the Department was compelled to award the route to the next lowest bidder.

Competition for mail service is very close, and the difference between the lowest two bids is usually small. Under such circumstances, the actual pecuniary damage suffered by the Department by reason of the failure of an accepted bidder or contractor to begin service, and the reletting of the route, would be the difference between the rate of his bid and that of the next lowest bid for the contract term of four years, which is frequently but a very small sum.

Taking advantage of this fact, certain professional bidders who had submitted proposals for routes with little, if any, knowledge of the cost of operating them, and who found after the acceptance of their bids by the Department that the routes could be sublet only at a great loss, deliberately refused to begin the service, trusting to effect a compromise with the Department on the basis of the small pecuniary damage suffered by the Department from reletting the routes rather than to comply with the obligations of their proposals and operate the service at a much greater loss to themselves. To check this evil, the Department refused in such cases to make any further compromises on the basis of the pecuniary damage resulting from reletting the service, taking the ground that the pecuniary damage was no compensation for the annoyance and injury to the people interested, caused by the disarrangement of their mail service; that when a bidder failed to comply with the obligations of his bond, he forfeited the full amount of that bond; and that what the Department wanted was not damages, but specific performance of all contracts.

To further emphasize this position, steps were taken for the first time to prosecute failing bidders under the criminal statute, and the only case that has yet been reached by the courts resulted in a conviction of the failing bidder.

Moreover, pursuant to the recommendation of the Department, Congress recently repealed section 3952, R. S., so that when routes are abandoned hereafter they will be relet in open competition, increasing the damage account stated against the failing bidder. Such action has undoubtedly resulted in a very great improvement in the star service.

Congress has also, upon the recommendation of the Department, repealed section 3953, R. S., which required bids to be accompanied by certified checks or drafts in cases where the amount of the bond required with the bid exceeded \$5,000. The repeal of that statute, it is thought, will result in the receipt of bids from persons who are amply able to furnish the required bond and to perform the service, but who are not willing or able to deposit a check to be held by the Department from five to eight months, which has been necessary under the statutes heretofore in force. At the same time the interest of the Department will be sufficiently protected by the bonds which are required to accompany all bids.

REGULATION WAGON SERVICE.

This service is performed in cities, in wagons of uniform character prescribed by the Department. It is included in the estimate for star service, and is paid for out of the appropriation for that service.

The following statement shows the cities in which regulation wagon service was in operation on June 30, 1890, with the annual rate of expenditure in each city.

Annual rate of expenditure for regulation wagon mail-messenger, mail station, and transfer service, in operation on June 30, 1890.

Name of city.	Annual rate.	Name of city.	Annual rate.
Boston, Mass.....	\$39,973.00	Nashville, Tenn.....	2,675.00
Providence, R.I.....	3,250.00	Louisville, Ky.....	5,793.00
Brooklyn, N. Y.....	16,628.00	Cincinnati, Ohio.....	14,749.00
Buffalo, N. Y.....	4,487.00	Cleveland, Ohio.....	5,390.00
New York, N. Y.....	182,500.00	Columbus, Ohio.....	1,937.00
Philadelphia, Pa.....	29,994.94	Toledo, Ohio.....	4,880.00
Pittsburgh, Pa.....	16,000.00	Chicago, Ill.....	24,000.00
Baltimore, Md.....	10,875.20	Detroit, Mich.....	5,330.00
Washington, D. C.....	11,973.00	Milwaukee, Wis.....	4,325.00
Richmond, Va.....	3,300.00	Minneapolis, Minn.....	3,335.00
Wilmington, N. C.....	840.00	St. Paul, Minn.....	2,950.00
Charleston, S. C.....	2,400.00	Burlington, Iowa.....	1,296.00
Macon, Ga.....	1,040.00	Kansas City, Mo.....	4,935.00
Savannah, Ga.....	2,437.00	St. Louis, Mo.....	14,945.00
Atlanta, Ga.....	1,375.00	New Orleans, La.....	4,028.00
Jacksonville, Fla.....	1,325.00	Omaha, Nebr.....	2,995.00
Chattanooga, Tenn.....	1,893.00	San Francisco, Cal.....	3,000.00
Knoxville, Tenn.....	800.00		
Memphis, Tenn.....	3,700.00	Total.....	451,048.14

The annual rate of expenditure on July 1, 1890, was \$452,568.14 an increase of \$1,520 over the annual rate of expenditure on June 30, 1890.

Consideration will be given, and my conclusions submitted to you during this fiscal year, respecting the advisability of hereafter modifying the advertisements and contracts for regulation wagon service, so as to define more specifically the character and extent of the additional service that may be ordered by the Department, or that shall fix upon some limit to the same.

Under the present practice the advertisements and contracts provide that the contractor shall perform, without additional compensation, any and all additional service that may be ordered by the Department, within the city to which they refer at any time during the contract term of four years. The bidder is presumed to have taken into account the probable increase in service during the contract term, and to have made his bid a sum that would represent the average value per annum of the service for the entire term; and, as this is an unknown quantity, the bidder, for his own protection under natural circumstances, fixes his bid at a very high rate, in which case the Department may pay more than a fair price for the service; or if, through competition or misjudgment, the bidder does not make sufficient allowance for the item of probable increase, the additional service required of him may result in his financial loss.

The point to be determined is really how far a modified form of contract, so as to remove from it some of the elements of great uncertainty respecting the limitation of additional service, will encourage reliable bidders to compete for this class of mail service.

SPECIAL OFFICE SERVICE.

The amount expended for service of this class during the year ended June 30, 1889, was \$51,609.16; during the year ended June 30, 1890, \$42,840.13.

The number of special offices on June 30, 1890, was 2,176, the aggregate length of routes 20,052.81 miles, and the annual travel (estimated on a basis of 1.79 average trips per week) was 3,733,070.64 miles.

The rate of cost per mile traveled (based on the above estimate) was 1.14 cents.

The compensation for this class of service is limited by law (R. S., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied.

The expenditures for this service are chargeable to and included in the estimate for star service.

MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1890, was \$1,019,287.56; the number of routes was 6,714; the aggregate length of routes, 5,245.33 miles; the annual travel, 9,563,017.40 miles; the rate of cost per mile traveled, 10.65 cents; and the average number of trips per week, 17.53.

The appropriation for the last fiscal year was \$1,000,000; the sum expended was \$974,660.76, leaving an unexpended balance of \$25,339.24.

The number of routes in operation on June 30, 1890, was 6,714; July 1, 1890, 6,715; an increase of one route.

The annual rate of expenditure was:

July 1, 1890	\$1,020,538.93
August 31, 1890	1,036,447.08
September 30, 1890	1,038,590.39

The appropriation for the current fiscal year is \$1,100,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$1,210,000, being \$110,000, or 10 per cent. more than the appropriation for the current year.

The mail-messenger service, which is in operation between railroad stations and post-offices over 80 rods distant, and which must necessa-

rily increase as the railroad lines are extended, is in a very satisfactory condition.

The experiment of requiring wagons protected on front, sides, and rear by high wire screens to be used in this service in some of the larger towns (where regulation-wagon service is not deemed necessary) having proved successful, such service has been established in 13 additional places during the past year.

The following is a list of the places in which screen-wagon service is now in operation :

No. of route.	Name of city.	Cost per annum.	No. of route.	Name of city.	Cost per annum.
203062	Rutland, Vt.	\$449	237104	Kalamazoo, Mich.	\$489
204182	Worcester, Mass.	1,488	241088	St. Cloud, Minn.	339
207465	Rochester, N. Y.	1,500	243064	Council Bluffs, Iowa	2,100
214081	Fredericksburgh, Va.	478	243068	Des Moines, Iowa	475
228015	Greenville, S. C.	550	248071	Dubuque, Iowa	1,750
231021	Augusta, Ga.	895	250030	Fort Worth, Tex.	720
233067	Evansville, Ind.	1,700	250063	San Antonio, Tex.	869
233190	Richmond, Ind.	660	250068	Sherman, Tex.	650
235028	Bloomington, Ill.	2,490	255148	Kansas City, Kans.	600
235074	Decatur, Ill.	480	269026	Salt Lake City, Utah.	1,217
237084	Grand Rapids, Mich.	1,200	276025	Los Angeles, Cal.	5,769

STEAM-BOAT SERVICE.

The annual rate of expenditure for this class of service on June 30, 1890, was \$462,819.72.

The number of routes was 129; the aggregate length of routes, 10,456.42 miles, and the annual travel, 3,236,806.05 miles.

The rate of cost per mile traveled was 14.29 cents.

The average number of trips per week was 2.97.

The appropriation for the last fiscal year was \$450,000; the sum expended was \$444,343.64, leaving an unexpended balance of \$5,656.36.

The annual rate of expenditure on July 1, 1890, under contracts made during the fiscal year for the performance of steam-boat service from July 1, 1890, to June 30, 1894, in the fourth contract section, was \$178,469.54, a decrease from the annual rate of expenditure for service in the same section on June 30, 1890, of \$14,705.83, representing a saving of \$58,823.32 for the ensuing contract term of four years from July 1, 1890.

The total number of steam-boat routes in operation on July 1, 1890, was 132.

The total annual rate of expenditure for steam-boat service was :

July 1, 1890	\$450,060.19
August 31, 1890	459,108.36
September 30, 1890	459,091.11

The appropriation for the current fiscal year is \$525,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$525,000.

There appears to be no postal necessity for any great extension of this branch of the service at the present time. The contract for service between Port Townsend, Wash., and Sitka, Alaska, has been renewed for another period of four years, upon satisfactory terms.

Special attention by personal investigation has been given to many steam-boat routes, resulting in the cutting off of some useless service, and the establishment of additional facilities where needed, in sections

of country which, by reason of their topography, could not be as well supplied by any other means.

RAILROAD TRANSPORTATION.

The annual rate of expenditure for railroad transportation, on all routes on which pay was adjusted on June 30, 1890, was \$20,869,231.55.

The number of routes was 2,199; the aggregate length of routes was 154,779.35 miles; the annual travel, 215,715,680.17 miles.

The rate of cost per mile traveled was 9.67 cents.

The average number of trips per week was 13.40.

The length of routes on which pay was unadjusted on June 30, 1890, was 2,515.97 miles.

The decrease in the number of miles on which pay was unadjusted was 843.

The appropriation for the last fiscal year was \$19,105,557.90; the amount expended as shown by the Auditor's accounts was \$19,087,274.57.

It is estimated that the payment for service during the fiscal year ended June 30, 1890, on routes on which the pay was unadjusted on June 30, 1890, will amount to \$201,277.60.

The annual rate of expenditure for railroad transportation on routes on which the pay was adjusted in the fourth contract section on June 30, 1890, was \$4,810,245.15.

The result of the regular quadrennial readjustment of pay for service in said section by orders to September 30, 1890, was an increase of \$1,137,104.68, or 23.63 per cent., making the annual rate of expenditure in said section, on September 30, 1890, \$5,947,349.83.

The total number of railroad routes in operation July 1, 1890, was 2,211, an increase of 12 over the number in operation on June 30, 1890.

The total annual rate of expenditure for railroad transportation was :

July 1, 1890	\$20,868,803.55
August 31, 1890	21,939,994.16
September 30, 1890	22,043,588.28

The appropriation for the current fiscal year is \$21,106,275.65.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$22,550,128.31, being \$1,443,852.66, or 6.84 per cent., more than the appropriation for the current year.

Increase in length of railroads over which the mails were carried during each of the years from 1882 to 1890 inclusive, also showing the number of miles of railroad service on which the pay was not adjusted on June 30 of each of said years.

Year.	Increase in length of routes.	Unad- justed service June 30.	Year.	Increase in length of routes.	Unad- justed service June 30.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
1882	8,994	8,449	1887	7,015.81	4,195.59
1883	9,645	7,234	1888	12,764.51	6,723.21
1884	6,952	9,026	1889	6,668.21	3,258.97
1885	3,472	2,945	1890	4,397.82	2,515.97
1886	2,901	1,593			

Statement showing in what States the largest part of the increase in length of routes of railroad service, during the year ended June 30, 1890, took place, with an estimate of the increase in the annual rate of expenditure for transportation for said service.

States.	Increase in number of routes.	Increase in length of routes.	Estimated increase in annual rate of expenditure for this new service.
		<i>Miles.</i>	<i>Dollars.</i>
Virginia.....	3	408.24	\$2,659.20
Washington.....	5	368.06	29,284.80
Georgia.....	6	353.01	28,240.80
Texas.....	4	299.18	23,934.40
Kansas.....	2	290.77	23,261.60
Minnesota.....	6	275.45	22,036.00
Michigan.....	7	242.08	19,306.40
North Carolina.....	3	230.65	18,452.00
New York.....	3	218.86	17,508.80
Mississippi.....	.....	197.61	15,808.80
Pennsylvania.....	9	176.86	14,148.80
Nebraska.....	.....	154.83	12,386.40
Total.....	48	3,213.00	257,088.00

Length of railroad routes, annual rate of expenditure for transportation, and average annual rate of cost per mile of length for transportation for each of the years from 1880 to 1890, inclusive.

Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.	Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.
	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1880.....	85,320	9,237,945	108.27	1886.....	123,938	15,520,191	125.23
1881.....	91,569	10,249,261	111.92	1887.....	130,949	16,174,601	123.52
1882.....	100,563	11,297,333	112.34	1888.....	143,713	17,528,600	121.96
1883.....	110,208	12,288,799	111.60	1889.....	150,381	19,441,096	129.27
1884.....	117,160	13,273,606	113.29	1890.....	154,779	20,869,232	134.83
1885.....	121,032	14,758,495	121.95				

THE RAILWAY MAIL SERVICE.

RAILWAY POST-OFFICE CARS.

The annual rate of expenditure for full railway post-office cars in service on June 30, 1890, was \$2,526,000.11.

The number of routes on which railway post-office cars were used was 172; the length of routes, 29,665.14 miles.

The appropriation for the last fiscal year was \$2,260,000; the sum expended, as shown by the Auditor's account, was \$2,203,151.01.

The annual rate of expenditure for railway post-office cars in the fourth contract section on June 30, 1890, was \$369,729.90.

The result of the regular quadrennial readjustment of the pay for service in said section, by orders to September 30, 1890, was a decrease of \$120.15, making the annual rate of expenditure in said section on September 30, 1890, \$369,609.75.

The total annual rate of expenditure was:

July 1, 1890.....	\$2,526,000.11
August 31, 1890.....	2,539,567.51
September 30, 1890.....	2,561,086.51

The appropriation for the current fiscal year is \$2,510,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$2,731,000, being \$221,000, or 8.80 per cent., more than the appropriation for the current year.

Annual rate of expenditure for railway post-office cars, with increase or decrease and percentage of increase or decrease from 1880 to 1890, inclusive.

Year.	Annual rate of expenditure.	Increase or decrease in annual rate of expenditure.		Percentage of increase or decrease.	
		Increase.	Decrease.	Increase.	Decrease.
1880	\$1,281,041.00				
1881	1,364,107.00	\$103,066.00		8.17	
1882	1,455,851.00		91,744.00		6.73
1883	1,599,001.00		143,150.00		9.83
1884	1,738,997.00		139,996.00		8.76
1885	1,869,488.00		130,491.00		7.50
1886	1,816,321.00		\$53,167.00		2.84
1887	1,881,580.00	65,259.00		3.59	
1888	1,996,359.00	114,779.00		6.10	
1889	2,198,517.55	202,158.20		10.12	
1890	2,526,000.11	327,482.56		14.89	

RAILROAD SERVICE, INCLUDING RAILWAY POST-OFFICE CARS.

Length of routes and annual rate of expenditure for transportation and railway post-office cars combined, showing increase and percentage of increase for the years 1880 to 1890, inclusive.

Year.	Length of routes.	Increase in length of routes.	Percentage of increase.	Annual rate of expenditure.	Increase in annual rate of expenditure.	Percentage of increase.
	Miles.	Miles.		Dollars.	Dollars.	
1880	55,320	5,320	6.66	10,498,986.00	931,396.00	9.73
1881	91,569	6,249	7.32	11,613,368.00	1,114,382.00	10.61
1882	100,563	8,994	9.82	12,753,184.00	1,139,816.00	9.81
1883	110,208	9,645	9.59	13,887,800.00	1,134,616.00	8.89
1884	117,160	6,952	6.30	15,012,603.00	1,124,803.00	8.09
1885	121,032	3,872	3.30	16,627,963.00	1,615,360.00	10.76
1886	123,933	2,901	2.39	17,336,512.00	708,549.00	4.20
1887	130,949	7,016	5.66	18,056,272.00	719,760.00	4.16
1888	143,713	12,764	9.74	19,524,959.00	1,468,687.00	8.13
1889	150,881	6,668	4.63	21,639,613.33	2,114,654.18	10.83
1890	154,779	4,398	2.92	23,396,281.66	1,755,618.33	8.11

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks on June 30, 1890, was \$5,818,655.

The number of clerks was 5,836.

The appropriation for the last fiscal year was \$5,600,000; the sum expended was \$5,562,844.35, leaving an unexpended balance of \$37,155.65.

The appropriation for the current fiscal year is \$5,910,000.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$6,353,000, being \$443,000, or 7.49 per cent., more than the appropriation for the current year.

In this connection, I desire to call attention to the report addressed to me by the General Superintendent of the Railway Mail Service, and, as it is expected this office will hereafter direct the management of this most important branch of the postal service, it will be proper for me to give special consideration, in this report, to some of its characteristics and the need that exists for making provision for its development so as

to enable its efficiency to be always in line with the expansion of the country's mail service.

The burden of accomplishing a rapid and reliable mail service must necessarily devolve upon the railway post-offices, if for no other reason than that the facilities of all the large local post-offices of the country are likely always to be contracted, and throughout the entire country outside of the large cities it will at no time be possible to create facilities and provide sufficient expert clerical force to expand materially the system of closed pouches; so that the avenue through which the mails should be distributed and advanced is by the enlargement of the system of railway post-offices and the constant re-enforcement of the number of its railway postal clerks, to which must be added some provision for the enlargement of the organization with additional grades for clerks, which, under the law as it now exists, is incomplete. The extent of the Railway Mail Service and the character of its duties have far outgrown the present organization. It is reasonable to estimate that in the fiscal year ending June 30, 1892, provision should be made for the distribution in railway post-offices of one thousand million more pieces of mail matter than in the fiscal year of 1889, and the ratio of increase I estimate at 10 per cent. each year over the next preceding year.

It is hoped, therefore, that Congress will take favorable action upon the bill which has already received the approval of the Committee on Post-Offices and Post-Roads, and which will provide, it is believed, for the developments in the railway mail service for at least ten years to come.

TRANSPORTATION OF SUPPLIES.

The recommendation looking to the removal from the mails of a still larger proportion of the supplies of this Department, and the exclusion therefrom of a vast amount of matter furnished from the other Departments of the Government, is worthy of careful consideration. The railway post-office is not equipped to care for and handle economically cases and packages that are ordinarily adapted to fast freight transportation, and which could, at greatly decreased cost, be expeditiously provided for as is customary with high-class merchandise shipments.

PROVISION FOR FAMILIES OF RAILWAY POSTAL CLERKS KILLED ON DUTY.

I desire to renew the recommendation of one year ago with regard to suitable provision being made for the families of clerks who are killed while on duty. The plan suggested in the report of the General Superintendent of the Railway Mail Service is very simple, and should commend itself to the favorable action of Congress.

SPECIAL FACILITIES.

The annual rate of expenditure for this class of service on June 30, 1890, was \$295,421.78. This sum was expended as shown in the following statement:

Number of route.	Terminal.	Railroad company.	Miles.	Pay per annum.
5005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	136.00	\$17,647.06
6011 (part)	4.35 a. m. train, New York to Albany.	New York Central and Hudson River.	144.00	25,000.00
10006 (part)	Baltimore to Hagerstown.....	Western Maryland	86.10	15,713.25
10001.....	Philadelphia, Pa., to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
10013.....	Bay View (n. o.), Md., to Washington, D. C.	Baltimore and Potomac.....	79.80	21,900.00
11001 (part).....	Washington, D. C., to Quantico (n. o.), Va.			
11001 (part).....	Quantico (n. o.) to Richmond..			
11008.....	Richmond to Petersburg	Richmond, Fredericksburgh and Potomac.....	81.50	17,419.26
11009.....	Petersburgh to Weldon	Richmond and Petersburg.....	23.07	4,210.27
13003.....	Weldon to Wilmington	Petersburgh	63.54	11,596.05
14002 (part)	Wilmington to Florence	Wilmington and Weldon	162.07	29,541.27
		Wilmington, Columbia and Augusta.....	110.00	20,075.00
14005 (part)	Florence to Charleston Junction (n. o.).	Northeastern	95.00	17,337.50
14004 (part)	Charleston Junction (n. o.) to Savannah.	Charleston and Savannah	108.00	19,710.00
15009.....	Savannah to Jacksonville.....	Savannah, Florida and Western	171.50	31,399.70
16018.....	Jacksonville to Sanford	Jacksonville, Tampa and Key West.	126.18	22,867.25
16007.....	Sanford to Tampa	South Florida	116.29	21,095.17
Total				295,421.78

The appropriation for the last fiscal year was \$295,655.38. The sum estimated as necessary for the current fiscal year is \$295,421.78.

The amount estimated as necessary for the fiscal year ending June 30, 1892, is \$197,103.59, being \$98,318.20, or 33.28 per cent. less than the appropriation for the current year.

The extent and character of the ordinary mail service throughout the entire country within the past few years has been greatly advanced, and the growth of the mails has added largely to the compensation of the railroads, more especially the trunk-line systems, justifying the commencement of curtailment of the appropriation, which for a number of years has been made to certain railroads for special facilities, and with a view to the gradual accomplishment of this end, the amount estimated as necessary for the fiscal year ending June 30, 1892, has been fixed at \$197,103.59, which is \$98,318.20 less than the amount appropriated for the current year.

In my judgment the ordinary compensation now allowed by law should secure from railroads hearty co-operation with the Department in the establishment of such schedules as will accomplish a maximum amount of good mail service, and whenever this is done the compensation is sure to be advanced, occasioned by the natural increase in the quantity of mails transported.

The railroads associated with all large cities and trade centers of the country have an interest, independent of the compensation allowed directly by the Government, in co-operating with the Post-Office Department in its efforts to expedite the distribution of newspapers to the outlying districts early in the morning, and in the quickening of commercial mails after the close of each day's business, and it ought to be

possible, within a very few years, to dispense altogether with preferential allowances for special facilities, and still be within the power of the Department to maintain and further advance the high standard that has been reached by the Railway Mail Service train schedules that now prevail.

In dwelling so fully upon the subject of allowances for special facilities I do not wish to be understood as criticising the occasion which first led to the granting of them.

I believe at the outstart such payments were a necessity, especially in connection with the establishment, via the Atlantic coast line and Tampa, of a reliable and quick mail service between New York (as the base) and Havana, but I do not see the justification for continuing indefinitely to this line, any more than to others, an allowance for a special train schedule, and at the same time, owing to the constant increase of the quantity of the mails, keep adding to the compensation at each quadrennial weighing of the route.

If at the end of two years all of the special allowance is withdrawn, each of the roads will still be receiving for mail transportation more than was allowed by the combining of the regular with the special compensation at the inception of the special service.

MAIL EQUIPMENTS.

Appended hereto is a tabular statement (O) of the number, description, and cost of all mail-bags and mail-bag catchers purchased and put into service during the year ended June 30, 1890; a tabular statement (P) of all mail locks and keys purchased for the service during the same period; a tabular statement (N) of all contracts for mail equipments in force on June 30, 1890; also a tabular statement (Q) of the expenditures under the appropriation for the establishment of a repair shop for mail equipments, and (R) a statement of bags repaired, etc.

The total expenditure for mail-bags and mail-bag catchers, with their appurtenances and repairs, during the year ended June 30, 1890, was \$222,857.47½.

The total expenditure for mail locks and keys, including repairs of same, was \$14,768.63.

Comparison with the last annual report shows, for the fiscal year ended June 30, 1890, an increase in the expenditure for mail-bags, mail-bag catchers, etc., of \$41,956.17½; a decrease in the expenditure for mail locks and keys of \$960.90.

The appropriation for the last fiscal year for mail-bags, mail-bag catchers, etc., was \$225,000; the sum expended was \$222,857.47½, leaving an unexpended balance of \$2,142.52½.

The appropriation for mail locks, keys, etc., was \$15,000; the sum expended was \$14,768.63, leaving an unexpended balance of \$231.37.

The appropriation for the mail-bag repair-shop was \$10,000; the sum expended was \$9,889.05, leaving an unexpended balance of \$110.95.

The appropriation for the current fiscal year for mail-bags, mail-bag catchers, etc., is \$275,000; for mail locks and keys, \$50,000; for repair-shop for mail equipments, \$6,500.

The amount estimated as necessary for the fiscal year ending June 30, 1892, for mail-bags, mail-bag catchers, etc., is \$260,000; for mail locks, keys, etc., \$45,000; for repair-shop, \$6,500.

MAIL-BAG REPAIR SHOP.

Owing to the increase in facilities it was made possible during the last year to improve very much the condition of the mail-bag equip-

ment of the Department, and it is believed its condition will be still further advanced during the present and the next fiscal year.

The increase in the quantity of mails renders it very necessary that there be a large addition each year to the amount of the new equipment, and to the extent that the Department is capable of properly maintaining that already in use, the necessity for adding new equipment is being reduced.

The increase in the mails and the call for additional pouches and sacks will be made apparent when it is shown that in the two months of December, 1889, and January, 1890, the New York City post-office required 60,867 more number one jute sacks than during the same months one year previous, and in September, 1890, the same post-office used 48,901 more bags than during September, 1889. This increase is proportionately great at other of the important post-offices throughout the country.

It will be the policy hereafter of the Department to guard against delays occasioned by storms, washouts, and other interruptions on lines of transportation, by holding some equipment in reserve in the large cities, to be used only in case of great emergency. While this precaution may render it necessary to carry a somewhat larger extent of equipment, it is a proper precaution justified by the importance of the service.

The following will show the extent to which repairs were made in the mail-bag repair shop at Washington during the year ending June 30, 1890 :

Jute sacks	932, 435	Inner registered sacks	523
Leather pouches	74, 648	Foreign sacks	2, 028
Catcher pouches	17, 159	Registered pouches	3, 366
Horse mail-bags	1, 864		
		Total	1, 032, 023

LOCK-REPAIR SHOP.

Last year's statement in regard to the repair shop renewing and putting into use many obsolete and seemingly worthless locks has been well substantiated by the shop during this fiscal year, thereby effecting a large saving to the Department.

Because of the increase in the appropriation one year ago it has been made possible to dispense with the selling, for a mere trifle, of old locks and material, and by the substitution of repairs restore them to the service in about as good condition as when new.

The appropriation for next year will be needed because of the large number of free-delivery offices being established, and as well to meet the increase in the demand for iron locks.

It is also in contemplation to replace the round key series of more than 5,000 through registered locks, by altering them into the flat-key pattern, which can be done by changing the hasp of the lock at an expense of less than \$1 each, really rendering the lock much better than when new. The contract price of this lock has been \$2.50 each, and for the key 25 cents each, and the saving that will be effected by changing will not be less than \$8,000. It is believed that, with the changes referred to, the stock of this character of locks will be sufficient to supply the increased calls of the service for some years to come. All of the important changes that will be necessary thereafter to protect an efficient combination, it is proposed to make in the Department's repair shop, and it is the judgment of experts, that the altered register locks, after being overhauled under the direction of the

Department, will be better adapted to the needs of the service than any new design that has been submitted.

It is also proposed to shortly commence the work of altering the Eagle lock that was used just before the introduction of the iron lock now in use. The Eagle can be altered by using dies for making new tumblers for the interior, which effects a change requiring an entirely different key from the one heretofore used in them. It will require about one year to accomplish the change in this lock, when they will be in readiness to take the place of the present lock, the contract for the supply of which expires in two years.

With the substitution of the changed Eagle lock it is contemplated to call in the present iron lock and, by changing and repairing at a trifling cost, have it in readiness so that, after the new Eagle has been in use for not more than five years, it will be again possible to substitute an entirely different lock and key. This system carefully followed out will accomplish much greater security to the mails and at a very small expense in the aggregate to the Department.

DIVISION OF INSPECTION.

The gross amount of fines and deductions from postal contractors and others during the year ended June 30, 1890, was.....	\$330,978.04
The amount of remissions on deductions on account of satisfactory explanation was	\$86,287.07
The amount of remissions of fines was.....	7,666.04

Making total remissions of fines and deductions	93,953.11
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Leaving the net amount of fines and deductions for the fiscal year ended June 30, 1890	237,024.93
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The above amounts are classified as follows:

Fines and deductions, railroad service	\$264,713.26
Fines and deductions, star service	39,907.66
Fines and deductions, steam-boat service	18,895.73
Fines and deductions, mail messengers	3,433.60
Fines and deductions, postal clerks	4,027.79

Total fines and deductions	330,978.04
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Remissions, railroad service	\$91,482.35
Remissions, star service	1,411.44
Remissions, steam-boat service	873.68
Remissions, mail messengers.....	90.42
Remissions, postal clerks.....	95.02

Total remissions	93,953.11
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Leaving the net amount of fines and deductions for the fiscal year ended June 30, 1890.....	237,024.93
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The amount of fines imposed upon, and deductions made from the pay of contractors, shows conclusively the value of the system of inspection of mail service now in force.

It will be observed that the net amount of fines and deductions is many times the entire cost of maintaining the Division of Inspection. But while the saving to the Department, in a money point of view, is large, the real value of this division lies in the constant and close supervision maintained by it over the performance of the service. There is but little legislation bearing upon the matters of which it has charge; and the work being largely done under rulings made to govern each class of cases, or individual cases, makes the division

practically a court of equity as between the Department and the contractor.

That there is a marked improvement in the mail service throughout the country is clearly indicated by the fact that complaints of the same are becoming less frequent.

There also appears to be developing a better understanding between mail-carriers and the Department; the latter, while being strict in the enforcement of its rules and regulations pertaining to performance of the service, takes pains to assure the former that they will be fairly dealt with, and any supposed grievance they may have will receive prompt and careful consideration.

MISCELLANEOUS.

Appropriation for year ended June 30, 1890	\$1,000.00
Amount expended	519.99
Balance unexpended	480.01
Appropriation for current fiscal year	1,000.00
Amount estimated as necessary for fiscal year ending June 30, 1892	1,000.00

Throughout the past year the discipline and efficiency of the clerical force attached to this office have been fully maintained, and it is believed the results of their labors have been altogether satisfactory, both to the Department and the public.

Very respectfully,

J. LOWRIE BELL,
Second Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

ADDENDUM.

- Table A.—Shows annual rate of expenditure, appropriation, and estimates.
 Table B.—Shows length of routes, annual rate of expenditure, and number of miles traveled per annum.
 Table C.—Statement of railroad service.
 Table D.—Statement of steam-boat service.
 Table E.—Statement of increase and decrease in mail service.
 Table F.—Statement of deductions, fines, and remissions.
 Table G.—Statement of mail service, with increase and decrease, and percentage of increase and decrease for fiscal year.
 Table H.—Statement of weight of mails, speed, accommodations for mails and railway post-office clerks, and re-adjustment of pay on railroad routes, with an index.
 Table I.—Statement of the annual rate of expenditure for R. P. O. cars, showing increase and decrease.
 Table K.—Statement of expenditures for necessary and special facilities on trunk lines.
 Table L.—Statement of railroad service established during last fiscal year.
 Table M.—Statement of increase and decrease in length of railroad routes from 1836 to 1890.
 Table N.—Statement of all contracts for mail equipments and for use of patents.
 Table O.—Statement of expenditures for mail-bags, mail-bag catchers, etc.
 Table P.—Statement of expenditures for mail-locks and keys.
 Table Q.—Statement of expenditures for repair shop for mail equipments.
 Table R.—Statement of mail-bags repaired, etc.

A.—Annual rate of expenditure, appropriation, and estimate for mail service.

Items	Annual rate of expenditure, June 30, 1899.	Annual rate of expenditures, June 30, 1900.	Percentage of increase or decrease in annual rate of expenditure from 1899 to 1900.		Appropriation for 1891.	Percentage of increase or decrease in appropriation for 1891, as to annual rate of expenditure for 1890.		Estimate for 1892.	Percentage of increase or decrease in estimate for 1892 as to appropriation for 1891.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$6,228,387.07½	\$3,411,606.00½	3.50	.....	\$6,812,316.55	7.40	.....	\$5,892,780.51½	1.38	.....
Transportation by steam-boat routes.....	440,632.48	463,819.72	3.76	.....	525,000.00	13.43	.....	525,000.00	.....	.....
Transportation by railroad routes.....	19,511,065.78	20,869,231.55	7.24	.....	21,106,275.65	1.13	.....	22,550,128.31	6.84	.....
Railway post-office car service.....	2,168,517.55	2,694,060.11	14.30	.....	2,510,000.00	.....	0.63	2,791,060.00	8.89	.....
Necessary and special facilities on trunk lines.....	295,653.88	295,421.78	.....	0.07	295,421.79	.....	.....	197,108.59	.....	32.28
Railway post-office clerks.....	5,268,600.00	5,818,655.00	10.44	.....	5,910,000.00	1.56	.....	6,323,000.00	7.49	.....
Mail-messenger service.....	949,186.85	1,019,287.56	7.38	.....	1,100,000.00	7.91	.....	1,210,000.00	10.00	.....
Mail locks and keys.....	15,723.53	14,768.68	.....	6.10	50,000.00	238.55	.....	45,000.00	.....	10.00
Mail-bags and mail-bag-catchers.....	180,901.80½	222,857.47½	23.19	.....	275,000.00	28.89	.....	260,000.00	.....	5.45
Repair shop for mail equipments.....	.....	9,889.06	.....	.....	6,500.00	.....	34.27	6,500.00	.....	.....
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	496.86	519.99	6.20	.....	1,000.00	92.31	.....	1,000.00	.....	.....
Total.....	.....	.....	.....	.....	37,591,413.99	.....	.....	39,771,462.41½	5.70	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
CONNECTICUT.										
5001	Norwich, Conn., and Worcester Station (n. o.), Mass.	New York and New England R. R.	59.16	26.50	5,381.67	5,381.67	{ R. P. O. for 73.23 miles, New York to New Haven. For 62.50 miles, residue.
5002	New Britain and Berlin Junction (n. o.),	New York, New Haven and Hartford R. R.	3.00	27	183.90	.....	183.90	.....	.....
5003	Middletown and Berlin Depot (n. o.),	do	11.26	24	548.81	.....	548.81	.....	.....
5004	New Haven and New London	do	51.71	44.10	15,120.52	.....	19,774.43	.....	90.00
5005	New York, N. Y., and Springfield, Mass.	do	185.73	94.04	145,787.73	.....	172,707.93	.....	1,073.88
5006	Waterbury and Watertown.	do	6.15	13	202.91	202.91	42.75	{ R. P. O. for 73.23 miles, New York to New Haven. For 62.50 miles, residue.
5007	Boston, Mass., and Hopewell Junction, N. Y.	New York and New England R. R.	214.94	26.79	41,165.80	.....	41,165.80	.....	191.52
5008	Vernon and Melrose	do	13.15	12.73	562.16	.....	562.16	.....	42.75
5009	New Canaan Station (n. o.) and Stamford Station (n. o.),	New York, New Haven and Hartford R. R.	7.65	24	390.02	.....	390.02	.....	52.16
5010	New Haven, Conn., and Williamsburgh, Mass.	do	85.31	20.45	11,014.37	.....	11,014.37	.....	129.11
5011	Bridgeport and Winsted, Mass.	do	62.24	22.57	8,355.09	8,355.09	134.24	{ R. P. O. for 73.23 miles, New York to New Haven. For 62.50 miles, residue.
5012	Bridgeport, Conn., and Pittsfield, Mass.	Housatonic R. R.	111.13	20.87	14,822.51	.....	14,822.51	.....	133.38
5013	South Norwalk and Danbury	do	22.43	43.09	2,339.67	.....	2,339.67	.....	104.31
5014	New Haven and Willimantic	New York, New Haven and Hartford R. R.	54.65	33.44	9,205.24	.....	9,205.24	.....	168.44
5015	Hartford and Saybrook Point, Conn., and Springfield, Mass.	do	42.12	19.25	5,441.09	.....	5,441.09	.....	117.99
5016	Hartford, Conn., and Springfield, N. Y.	New York and New England R. R.	36.20	12	2,450.42	2,450.42	76.10	{ R. P. O. for 73.23 miles, New York to New Haven. For 62.50 miles, residue.
5017	New Haven and Ansonia	New Haven and Derby R. R.	13.45	31	954.54	.....	954.54	.....	70.97
5018	Hartford, Conn., and Rhinecliff, N. Y.	Central New England and Western R. R.	110.36	11.02	8,954.54	.....	8,954.54	.....	81.23
5019	Litchfield and Hawleyville	Shepaug, Litchfield and North-ern R. R.	32.86	7.75	1,910.48	.....	1,910.48	.....	58.14
5020	Turnerville and Colchester	New York, New Haven and Hartford R. R.	4.09	24	174.84	.....	174.84	.....	42.75
5021	Farmington Station (n. o.) and New Hartford.	do	14.29	17.60	1,246.23	1,246.23	87.21	

	5.80	27	272.77	272.77	47.03
Danbury and Brookfield Junction (n. o.)					
Branchville and Ridgefield	4.82	24	184.68		184.68
Went.					
Windsor Locks and Suffield	4.78	24	212.51		212.51
Stevenson and Botsford	5.23	6			
	1,112.01		276,881.60	31,604.10	308,485.70
NEW YORK.					
New York and Dunkirk	489.92	32.94	133,307.81	31,689.20	164,997.01
Tallman and Sparkill	13.18		550.19		42.75
Buffalo and Suspension Bridge	27.12	30.5	3,339.01		128.12
Newburgh and Greycourt	19.00	26.44	1,754.46		92.84
Rochester and Corning	95.29	22.10	13,683.14		143.64
Dresden and Attica	65.21	12	6,133.00		84.05
Fall Brook Coal Company	6.55	13	280.01		42.75
Greenville and Penn Yan	92.94	35.00	18,992.28	3,717.00	22,709.28
Buffalo and Hornellville					40.00
Goshen and Montgomery	10.49	12	717.51		68.40
Goshen and Pine Island	11.89	12	508.29		42.75
New York and Buffalo	439.52	81.30	739,180.34	183,041.60	922,221.94
Troy and Schenectady	21.35	21	1,807.27		84.65
Syracuse and Rochester	104.09	29.41	19,579.32		184.10
Cannanville and Tonawanda	87.34	6	4,555.66		52.16
Tonawanda and Lockport Junction (n. o.)	12.01	24	1,057.72		88.07
Buffalo and Lewiston	29.73	84.49	7,320.71		248.24
New York (155th st.) and Brewster	54.72	12	3,368.56		61.56
Rochester and Niagara Falls	77.52	28.59	12,858.24		165.87
Dunkirk, Allegany Valley and Pittsburgh R. R.	91.27	11.30	7,569.93		82.94
Delaware and Hudson Canal Company	5.86	28	951.95		162.45
New York Central and Hudson River R. R.	9.41	6	402.27		42.75
New York and Chatham	127.06	17.05	14,883.80		117.14
Golden Bridge and Mahopac	7.28	15	311.22		42.75
Eagle Bridge, N. Y., and Rutland, Vt.	62.90	14.09	5,486.50		87.21
Schenectady and Ballston Spa	15.24	18	703.63		46.17

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mails.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
NEW YORK—continued.										
6026	Albany and Moores.....	Delaware and Hudson Canal Company.	188.66	21.61	35,971.80	.....	35,971.80	190.67	.....
6027	Catskill and Cherry Valley.....	do.	22.86	12	1,034.01	.....	1,034.01	45.32	.....
6028	Albany and Livingston.....	do.	143.22	28.84	20,205.47	.....	20,205.47	141.08	.....
6029	Plattsburgh and Au Sable Forks.....	do.	23.51	6	1,005.05	.....	1,005.05	43.75	.....
6030	Quaker Street and Schenectady.....	do.	15.40	12	653.35	.....	653.35	42.75	.....
6031	Minerva Junction (n. o.), N. Y., and Jefferson Junction (n. o.), Pa.	do.	22.01	7.17	1,298.59	.....	1,298.59	59.09	.....
6032	Fort Edward and Lake George.....	do.	15.51	25.52	1,087.40	.....	1,087.40	70.11	.....
6033	West Chazy and Rome's Point.....	do.	14.88	13	2,468.14	.....	2,468.14	165.87	.....
6034	Oswego and Richland.....	Rome, Watertown, and Ogdensburg R. R.	23.03	21.93	2,827.82	.....	2,827.82	100.89	.....
6035	Watertown and Cape Vincent.....	do.	25.77	15	1,454.20	.....	1,454.20	56.43	.....
6036	Rome and Ogdensburg.....	do.	142.27	19.49	21,287.86	.....	21,287.86	149.63	.....
6037	Syracuse and Pulaski.....	do.	88.61	12	3,136.29	.....	3,136.29	81.23	.....
6038	Oswego and Suspension Bridge.....	do.	151.12	12	16,538.57	.....	16,538.57	109.44	.....
6039	Watertown and Sackett's Harbor.....	do.	12.46	12	532.66	.....	532.66	42.75	.....
6040	Chenango Forks and Norwich.....	Delaware, Lackawanna, and Western R. R.	30.38	19	3,065.03	.....	3,065.03	100.89	.....
6041	Utica and Norwich.....	do.	54.05	33.50	6,562.21	.....	6,562.21	121.41	.....
6042	Oswego and Ithaca.....	do.	35.63	6	2,955.15	.....	2,955.15	82.94	.....
6043	Richfield Junction (n. o.) and Richfield Springs.....	do.	22.01	15	1,486.77	.....	1,486.77	67.55	.....
6044	Minerola and Oyster Bay.....	Long Island R. R.	14.61	15	849.43	.....	849.43	58.14	.....
6045	Long Island City and Greenport.....	do.	94.71	25.80	12,228.00	.....	12,228.00	129.11	.....
6046	Hicksville and Echo.....	do.	32.46	12	2,914.25	.....	2,914.25	89.78	.....
6047	Conesus Lake Junction (n. o.) and Lakeville.....	Conesus Lake R. R.	1.48	13	63.27	.....	63.27	45.75	.....
6048	Oswego and Cornwall Station (n. o.).....	New York, Ontario and Western Rwy.	274.43	16.44	26,747.71	.....	26,747.71	97.47	.....
6049	Wellsville and Eldred.....	Bradford, Eldred and Cuba R. R.	33.15	12	1,984.02	.....	1,984.02	59.85	.....
6050	Watson and Delhi.....	New York, Ontario and Western Rwy.	17.95	19	936.37	.....	936.37	53.16	.....
6051	Clinton and Rome.....	do.	13.67	12	584.39	.....	584.39	42.75	.....
6052	Morris and Brandon.....	Northern Adirondack R. R.	84.87	9.19	1,490.69	.....	1,490.69	42.75	.....
6053	Rome's Point and Ogdensburg.....	Central Vermont R. R.	119.19	15	12,535.21	.....	12,535.21	105.17	.....
6054	Chatham, N. Y., and Bennington, Vt.	Lebanon Springs R. R.	57.63	12	3,596.64	.....	3,596.64	63.42	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance in miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	NEW YORK—continued.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
6086	Cooperstown and Cooperstown Junction (n. o.).	Cooperstown and Charlotte Valley R. R.	16.53	12	1,031.80	.....	1,031.80	62.42	.....
6087	Utica and Watertown	Rome, Watertown and Ogdensburg R. R.	91.72	18	13,410.38	.....	13,410.38	146.21	.....
6088	Carthage and Ogdensburg	do	60.81	12	7,486.92	.....	7,486.92	133.12	.....
6089	Cayuga and Ithaca	Lehigh Valley R. R.	33.96	9.93	2,331.75	.....	2,331.75	59.95	.....
6090	Sodus Point and Stanley	Northern Central Rwy.	33.89	8.93	1,448.79	.....	1,448.79	42.75	.....
6091	Buffalo and Jamestown	New York, Lake Erie and Western R. R.	69.21	13.5	6,568.72	.....	6,568.72	94.91	.....
6092	Middletown and Pine Bush	do	13.73	12	596.95	.....	596.95	42.75	.....
6093	Long Island City and Sag Harbor	Long Island R. R.	98.93	19.80	12,096.17	.....	12,096.17	122.37	.....
6094	Long Island City and Whitestone	do	11.36	89.81	893.57	.....	893.57	78.66	.....
6095	Saratoga Springs and North Creek	Adirondack Rwy.	58.55	8.27	4,255.41	.....	4,255.41	72.68	.....
6096	Bath and Hammondport	Bath and Hammondport R. R.	9.60	18	467.90	.....	467.90	48.74	.....
6097	Silver Lake Junction (n. o.) and Silver Springs	Buffalo, Rochester and Pittsburgh Rwy.	1.12	12	57.45	.....	57.45	51.30	.....
6098	Whitehall, N. Y., and Castleton, Vt.	Delaware and Hudson Canal Company.	14.38	12	1,844.23	.....	1,844.23	123.35	.....
6099	Crown Point and Hammondville	Crown Point Iron Company's R. R.	11.95	12	510.86	.....	510.86	42.75	.....
6100	Valley Stream and Far Rockaway	Long Island R. R.	5.48	18	257.72	.....	257.72	47.03	.....
6101	Sidney and Edmeston	New York, Ontario and Western Rwy.	33.29	10.67	2,077.96	.....	2,077.96	62.43	.....
6102	Rochester and Salamanca	Buffalo, Rochester and Pittsburgh Rwy.	109.19	17.12	8,962.81	.....	8,962.81	82.08	.....
6103	Corning and Geneva	do	58.34	12.63	4,539.43	.....	4,539.43	77.81	.....
6104	New City and Nannett Junction (n. o.).	Fall Brook Coal Company	4.59	15	198.22	.....	198.22	42.75	.....
6105	Plattsburgh and Saranac Lake	New Jersey and New York R. R.	73.73	11.43	5,043.13	.....	5,043.13	68.40	.....
6106	Albany and Troy	New York Central and Hudson River R. R.	7.23	84.64	1,520.68	.....	1,520.68	210.33	.....
6107	Mechanicville and Reynolds	Boston, Hoosac Tunnel and Western Rwy.	4.75	6	203.06	.....	203.06	42.75	.....
6108	Binghamton and Buffalo	Delaware, Lackawanna and Western R. R.	203.55	6	5,900.00	.....	5,900.00	24.56	.....
6109	New Rochelle, N. Y., and Jersey City, N. J. (P. & N. R. station).	New York, New Haven and Hartford R. R.	24.13	27	306.91	.....	306.91	47.88	.....

Pay not fixed on 17.73 miles, extension, West Chester, N. Y., to Jersey City, N. J.

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
NEW JERSEY—continued.										
7054	Whiting and Bayhead Junction (n. o.).	Pennsylvania R. R.	38.59	9.18	1,222.22	42.75	1,222.22	42.75		
7055	Rutherford Junction (n. o.) and Ridgewood Junction (n. o.).	New York, Lake Erie and Western R. R.	9.98	12	426.64	42.75	426.64	42.75		
7056	Barnegat City and Barnegat City Junction (n. o.).	Pennsylvania R. R.	8.96	6	383.04	42.75	383.04	42.75		
7057	Mannuskinn and Helalerville Keys (n. o.).	West Jersey R. R.	9.03	15	386.03	42.75	386.03	42.75		
7058	N. J., and Stroudsburg, Pa.	New York, Susquehanna and Western R. R.	47.75	8.48	2,164.03	42.75	2,164.03	42.75		
7059	Delaware and Columbia Junction (n. o.).	do	3.16	6	135.09	42.75	135.09	42.75		
7060	Sea Isle Junction (n. o.) and Ocean City.	West Jersey R. R.	15.56	12	665.19	42.75	665.19	42.75		
7061	Anglesea Junction (n. o.) and Holly Beach.	do	7.78	12	382.59	42.75	382.59	42.75		
7062	Vacant.									
7063	Whiting and Birmingham	Pennsylvania R. R.	18.51	12	791.30	42.75	791.30	42.75		
7064	Evansville (n. o.) and Vincennes	do	3.03	12	129.53	42.75	129.53	42.75		
7065	Hightstown and Pemberton	Union Transportation Co.	25.83	6	1,523.97	42.75	1,523.97	42.75		
7066	Ridgewood and Ringwood Junction (n. o.).	New York and Greenwood Lake Rwy.	2.61	6	111.57	42.75	111.57	42.75		
7067	Pottersville and White House Station.	Rockaway Valley R. R.	8.57	12	306.36	42.75	306.36	42.75		
7068	Atlantic City and Longport.	Camden and Atlantic R. R.	7.08	6	302.67	42.75	302.67	42.75		
7069	Metawan Junction (n. o.) and Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.03	6	575.32	52.16	575.32	52.16		
7070	Brown's Mills and Brown's Mills Junction (n. o.).	Pennsylvania R. R.	1.92	6	82.06	42.75	82.06	42.75		
			1,753.42		247,065.82		396,932.32			
PENNSYLVANIA.										
8001	Philadelphia and Pittsburgh.	Pennsylvania R. R.	388.60	61.55	528,050.72	132,000.00	653,050.72	1,497.70	375.90	
8002	Philadelphia and Pottsville.	Philadelphia and Reading R. R.	93.02	41.87	16,065.48		16,065.48	1,172.71		
8003	Philadelphia and West Chester.	Philadelphia, Wilmington and Baltimore R. R.	27.78	37.36	3,752.80		3,752.80	135.09		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
PENNSYLVANIA—continued.										
8035	Tyone and Curwensville	Pennsylvania R. R.	27.48	17.99	Dollars. 4,343.94	Dollars. 91.49	Dollars. 4,343.94	Dollars. 91.49		
8036	Altoona and Elmira	do.	47.00	15.69	1,502.97	53.87	1,502.97	53.87		
8037	Cresson and Ebensburg	do.	11.65	15	367.74	50.45	587.74	50.45		
8038	Tyone and Lock Haven	do.	54.99	12	4,184.73	76.10	4,184.73	76.10		
8039	Blatersville and Allgheny	do.	69.34	17.78	5,970.56	86.36	5,970.56	86.36		
8040	Pittsburgh, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R.	70.56	25.14	6,334.87	89.73	6,334.87	89.73		
8041	Pittsburgh and Oil City	Allegheny Valley R. R.	132.61	20	19,382.90	146.21	19,382.90	146.21		
8042	Branch Junction and Indiana	Pennsylvania R. R.	19.10	13.79	1,786.35	94.05	1,786.35	94.05		
8043	Meadville and Oil City	New York, Lake Erie, and Western R. R.	36.45	18.50	2,493.18	68.40	2,493.18	68.40		
8044	Erie and Homewood	Pennsylvania Co.	112.71	13.57	13,588.31	120.56	13,588.31	120.56		
8045	Oil City, Pa., and Ashtabula, Ohio.	Lake Shore and Michigan Southern Rwy.	63.30	11.52	6,870.02	77.81	6,870.02	77.81		
8046	Bethlehem and Bangor	Lehigh and Lackawanna R. R.	31.51	12	1,438.03	45.32	1,438.03	45.32		
8047	Downington and New Holland	Pennsylvania R. R.	27.19	18.50	1,534.33	56.43	1,534.33	56.43		
8048	West Chester and Phoenixville	do.	18.70	10.65	815.50	43.61	815.50	43.61		
8049	Lewistown Junction (n. o.) and Milroy.	do.	12.46	12	532.06	42.75	532.06	42.75		
8050	Pottsville and Frackville	Philadelphia and Reading R. R.	10.97	18	468.96	42.75	468.96	42.75		
8051	Greenville and Butler	Pittsburgh, Shenango, and Lake Erie R. R.	58.42	15	4,146.06	70.97	4,146.06	70.97		
8052	Carlisle and Pine Grove Furnace	South Mountain Railway and Mining Co.	18.97	15.27	1,151.06	60.71	1,151.06	60.71		
8053	Freepport and Butler	Pennsylvania R. R.	21.99	12	1,259.80	57.20	1,259.80	57.20		
8054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R.	74.80	8.61	3,444.28	46.17	3,444.28	46.17		
8055	Meadfield Station (n. o.) and Washington.	Pittsburgh, Cincinnati and St. Louis Rwy.	22.80	92.11	3,612.19	114.57	2,612.19	114.57		
8056	Porktonen Junction (n. o.) and Etnaus.	Ferkmonen R. R.	37.58	9.75	2,056.37	54.72	2,056.37	54.72		
8057	Pittstown and Barto's	Philadelphia and Reading R. R.	12.04	18	590.97	45.32	590.97	45.32		
8058	Jeddo and Freedland	Allegheny Valley R. R.	2.78	18	118.84	42.75	118.84	42.75		
8059	Lebanon and Tower City	Philadelphia and Reading R. R.	43.53	13.14	2,084.21	49.88	2,084.21	49.88		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remar.
PENNSYLVANIA—continued.										
8005	Pittsburgh and Castle Shannon	Pittsburgh and Castle Shannon R. R.	6.04	7	288.21	.....	288.21	42.75	.....
8006	New Castle and Stoneboro	Western New York and Pennsylvania R. R.	35.33	9.69	1,812.42	.....	1,812.42	51.80	.....
8007	White Haven and Upper Lehigh	Central R. R. Co. of New Jersey	9.68	12	412.96	.....	412.96	42.75	.....
8008	Norristown and Lansdale	Stony Creek R. R. Co.	10.80	6	461.70	.....	461.70	42.75	.....
8009	Ossauqua Mills and Belvidere Mills	Pennsylvania R. R.	17.38	15	742.99	.....	742.99	42.75	.....
8100	Tamaqua and Manch Chunk	Central R. R. Co. of New Jersey	16.14	19.68	814.28	.....	814.28	50.45	.....
8101	Wilkes Barre and Wanamie	do	12.87	14.7	550.19	.....	550.19	42.75	.....
8102	Hanover Junction and Gettysburgh.	Western Maryland R. R.	29.53	14.39	2,171.84	.....	2,171.84	73.53	.....
8103	Jenkintown, Pa., and Bound Brook, N. J.	Philadelphia and Reading R. R.	49.19	14.40	3,280.48	.....	3,280.48	66.69	.....
8104	Greensburgh and Fairchance	Pennsylvania R. R.	44.53	21.32	4,410.48	.....	4,410.48	99.18	.....
8105	Shelfield and Elmira	Tionesta Valley R. R.	12.76	12	545.49	.....	545.49	42.75	.....
8106	Millersburgh and Williamstown	Northern Central Rwy.	21.04	12	953.53	.....	953.53	45.32	.....
8107	Meadville and Lineville	Meadville and Lineville Rwy.	21.21	18	1,650.35	.....	1,650.35	77.81	.....
8108	Lewistown Junction (n. o.) and Selin's Grove Junction (n. o.)	Pennsylvania R. R.	45.00	6.18	2,270.25	.....	2,270.25	50.45	.....
8109	Glenade and Broadwayville	Northeast Pennsylvania R. R.	9.85	12	454.77	.....	454.77	46.17	.....
8110	Hartley Hall and Nordmont	Williamsport and North Branch R. R.	27.16	12	1,300.42	.....	1,300.42	47.88	.....
8111	Manor Station and Claridge	Pennsylvania R. R.	3.90	12	166.72	.....	166.72	42.75	.....
8112	Jersey Shore and Gazeau	Leech Creek R. R.	117.01	12	5,602.43	.....	5,602.43	47.88	.....
8113	Tyron and Benez	Pennsylvania R. R.	25.91	12	1,107.65	.....	1,107.65	42.75	.....
8114	Washington and Waynesburgh	Waynesburg and Washington R. R.	29.31	12	1,979.89	.....	1,979.89	67.53	.....
8115	Bangor Junction (n. o.) Pa., and Brainards, N. J.	Bangor and Portland Rwy.	4.57	21	226.62	.....	226.62	49.59	.....
8116	Honesdale and Carbondale	Delaware and Hudson Canal Co.	26.15	12	913.19	.....	913.19	45.32	.....
8117	Philadelphia (Third and Berks Streets Station) Newtown.	Philadelphia, Newtown and New York R. R.	23.30	18.43	1,295.01	.....	1,295.01	55.58	.....
8118	Larabie and Ligonier	Ligonier Valley R. R.	10.78	12	460.84	.....	460.84	42.75	.....
8119	Shenandoah and Mahanoy Plane	Philadelphia and Reading R. R.	6.88	24	341.17	.....	341.17	49.59	.....
8120	Briarhill and Goes Run Junction (n. o.)	Pennsylvania R. R.	1.07	12	45.74	.....	45.74	42.75	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
PENNSYLVANIA—continued.										
8154	Cornwall and Coopersco.	Cornwall and Lebanon R. R.	16.60	12	703.65	.....	703.65	42.75	.....
8155	Hunter's Run and Gettysburg.	Gettysburg and Harrisburg R. R.	22.64	13.89	1,645.47	.....	1,645.47	72.68	.....
8156	New Castle Junction (n. o.) and New Castle.	Pittsburgh and Lake Erie R. R.	2.40	54.72	155.95	.....	155.95	64.98	.....
8157	Springfield Junction (n. o.) and Mifflin.	Pennsylvania R. R.	8.20	6	350.55	.....	350.55	42.75	.....
8158	Pittsburgh and New Haven.	Pittsburgh and Lake Erie R. R.	59.04	6	3,432.58	.....	3,432.58	58.14	.....
8159	Philadelphia and Chestnut Hill.	Pennsylvania R. R.	11.86	37	841.70	.....	841.70	70.97	.....
8160	Harrisburg Junction (n. o.) and Harrisburg.	do	4.05	18	173.13	.....	173.13	42.75	.....
8161	Springfield Station (n. o.) and Springfield.	Wilmington and Northern R. R.	7.00	12	299.25	.....	299.25	42.75	.....
8162	Rising Spring and Ore Hill.	Pennsylvania R. R.	3.27	6	139.79	.....	139.79	42.75	.....
8163	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania R. R.	42.09	12	2,231.19	.....	2,231.19	53.01	.....
8164	Irons and Horatio.	Pennsylvania and Northwest-ern R. R.	37.17	12	2,193.03	.....	2,193.03	59.00	.....
8165	Turbotville and Watsontown.	Wilkes Barre and Western R. R.	6.10	6	260.77	.....	260.77	42.75	.....
8167	Keating and Karlsruhe.	Pennsylvania R. R.	22.15	6	946.01	.....	946.01	42.75	.....
8168	Coalport and Creson.	Creson and Clearfield County and New York Short Route R. R.	25.22	6	1,078.15	.....	1,078.15	42.75	.....
8169	Hazleton and New Boston.	Lehigh Valley R. R.	18.75	24	993.93	.....	993.93	53.01	.....
8170	Luzerne and Alderson.	do	13.26	12	566.86	.....	566.86	42.75	.....
8171	Forest House and Anstin.	Sinnershoning Valley R. R.	8.90	13	394.32	.....	394.32	42.75	.....
8172	Jamestown City and Bloomsburg.	Bloomsburg and Sullivan R. R.	26.43	12	1,300.45	.....	1,300.45	42.75	.....
8173	Silver Brook and Silver Brook Junction (n. o.).	Lehigh Valley R. R.	2.59	6	110.72	.....	110.72	42.75	.....
8174	Wilkes Barre and Rock Glen Junction (n. o.).	Pennsylvania R. R.	38.58	12	1,861.44	.....	1,861.44	47.03	.....
8175	New Boston and Potsville.	do	10.09	24	534.87	.....	534.87	53.01	.....
8176	Goff and Donohoe Station (n. o.).	do	4.26	13	183.11	.....	183.11	42.75	.....
8177	Bloomsburg and Rupert.	Rupert and Bloomsburg R. R.	2.19	12	93.62	.....	93.62	42.75	.....

3178	Beech Grove Junction (n. o.) and Bachthran Junction (n. o.) and Wilmington Junction (n. o.) and Rockhill Furnace and McNeel	3.03	12	120.53	.....	120.53	42.75	.....
3179	Buffalo, Rochester and Pitts- burgh Rwy. Pennsylvania Co	12.92	15	1,756.47	.....	1,756.47	185.96	.....
3180	East Broad Top R. R. and Coal Co.	11.08	6	473.67	.....	473.67	42.75	.....
3181	Bear Creek and Bear Creek Junc- tion (n. o.)	5.43	6	232.13	.....	232.13	42.75	.....
3182	Lehigh Valley R. R.	14.38	6	614.74	.....	614.74	42.75	.....
3183	Pennsylvania R. R.	.....	.....	.....	.....	.....	.....	.....
3184	Perry County R. R.	11.48	15	539.90	.....	539.90	47.03	.....
3185	McGee's Station (n. o.) and Glen Campbell	8.57	6	504.36	.....	504.36	42.75	.....
3186	Mount Pleasant and Scottdale Junction (n. o.)	5.65	15	260.86	.....	260.86	46.17	.....
3187	Pond Creek Junction (n. o.) and Sandy Run	2.71	18	115.85	.....	115.85	42.75	.....
3187	Pittsburgh and Lake Erie R. R.	25.01	18	1,604.69	.....	1,604.69	57.29	.....
3188	Western New York and Penn- sylvania R. R.	23.09	6	500.00	.....	500.00	17.18	.....
3189	Erie and Wyoming Valley R. R.	51.23	6	1,500.00	.....	1,500.00	39.25	.....	Pay not fixed.
3190	Philadelphia and Reading R. R.	2.47	6	.....	.....	.....	.....	.....	Pay not fixed.
3191	Baltimore and Ohio R. R.	17.95	6	.....	.....	.....	.....	.....
DELAWARE.									
3501	Wilmington and Delmar	98.67	24.65	16,197.66	.....	16,197.66	184.16	.....
3502	Delmar, Del., and Criedard, Md.	38.27	15.96	4,777.24	.....	4,777.24	194.83	.....
3503	Clayton, Del., and Oxford, Md.	84.91	13	3,803.06	.....	3,803.06	69.26	.....
3504	Georgetown and Lewes	15.21	12	850.23	.....	850.23	42.75	.....
3505	Wilmington, Del., and Landen- burgh, Pa.	20.25	6	845.68	.....	845.68	42.75	.....
3506	Harrington, Del., and Franklin City, Va.	76.34	6.64	4,622.06	.....	4,622.06	59.00	.....
3507	Newark and Delaware City	12.76	13.24	545.49	.....	545.49	42.75	.....
MARYLAND.									
10001	Bay View (n. o.), Md., and Phila- delphia, Pa.	92.00	91.38	106,112.60	.....	106,112.60	1,153.40	.....
10002	Baltimore, Md., and Sunbury, Pa.	138.21	31.89	43,841.59	.....	43,841.59	317.31	.....
10003	Baltimore, Md., and Belaire, Ohio	390.33	36.11	190,864.78	.....	190,864.78	430.00	.....

For 294.4 miles, Balti-
more and Grifton.
For 85.03 miles, Grifton
and Belaire.

For 294.4 miles, Baltimore and Grafton.
For 95.93 miles, Grafton and Belleville.

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. F. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. F. O. cars. Dollars.	Remarks.
NEW JERSEY—continued.										
7054	Whiting and Bayhead Junction (n. o.)	Pennsylvania R. R.	28.50	9.18	Dollars. 1,222.32	Dollars. 42.75	Dollars. 1,222.32	42.75		
7055	Rutherford Junction (n. o.) and Rutgers Junction (n. o.)	New York, Lake Erie and Western R. R.	9.98	12	428.64	42.75	428.64	42.75		
7056	Elizabeth City and Barnegat City Junction (n. o.)	Pennsylvania R. R.	8.96	6	383.04	42.75	383.04	42.75		
7057	Manunkins and Haledville Falls (n. o.), N. J., and Stroudsburg, Pa.	West Jersey R. R.	9.03	15	388.03	42.75	388.03	42.75		
7058	Delaware and Columbia Junction (n. o.)	New York, Susquehanna and Western R. R.	47.76	8.48	2,164.03	45.82	2,164.03	45.82		
7059	Seaside Junction (n. o.) and Ocean City.	West Jersey R. R.	3.16	6	135.09	42.75	135.09	42.75		
7060	Atlantic City.	do	15.56	12	665.19	42.75	665.19	42.75		
7061	Atlantic City and Holly Beach.	do	7.78	12	332.50	42.75	332.50	42.75		
7062	Whiting and Birmingham	Pennsylvania R. R.	18.51	12	701.30	42.75	701.30	42.75		
7063	Wilmington and Vincentown	do	3.03	12	129.53	42.75	129.53	42.75		
7064	Elizabethtown and Pemberton	Union Transportation Co.	23.83	6	1,622.97	56.00	1,622.97	56.00		
7065	Elizabethtown and Ringwood Junction (n. o.)	New York and Greenwood Lake Rwy.	2.61	6	111.57	42.75	111.57	42.75		
7067	Potterville and White Horse Station	Rockaway Valley R. R.	8.57	12	366.36	42.75	366.36	42.75		
7068	Atlantic City and Longport.	Cumden and Atlantic R. R.	7.08	6	302.67	42.75	302.67	42.75		
7069	Metuchen Junction (n. o.) and Atlantic Highlands	Central R. R. Co. of New Jersey.	11.08	6	575.32	52.16	575.32	52.16		
7070	Brown's Mills and Brown's Mills Junction (n. o.)	Pennsylvania R. R.	1.92	6	82.08	42.75	82.08	42.75		
			1,753.42		847,085.82	49,845.50	396,932.32			
PENNSYLVANIA.										
8001	Philadelphia and Pittsburgh	Pennsylvania R. R.	348.60	61.55	528,050.72	132,000.00	658,050.72	1,487.70	375.00	
8002	Philadelphia and Pottsville	Philadelphia and Reading R. R.	93.02	41.87	16,065.48		16,065.48	172.71		
8003	Philadelphia and West Chester	Philadelphia, Wilmington and Baltimore R. R.	27.78	37.36	3,752.80		3,752.80	135.00		

8004	Philadelphia and Bethlehem.....	Philadelphia and Reading R. R.	56.01	63.09	10,775.20	10,775.20	192.38	.....
8005	Philadelphia and Norristown.....	do	16.19	64.5	1,716.46	1,716.46	106.03	.....
8006	Sunbury and Williamsport.....	Pennsylvania R. R.	41.06	24.50	10,596.56	12,596.56	266.76	40.00
8007	Bridgeport and Exton.....	Philadelphia and Chester Valley R. R.	16.93	12	1,642.40	723.75	42.75	.....
8008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.14	17	5,369.22	5,369.22	90.63	.....
8009	Honesdale and Lackawanna.....	New York, Lake Erie and Western R. R.	24.89	12	1,681.31	1,681.31	67.55	.....
8010	Easton, Pa., and Waverly, N. Y.	Lackawanna Valley R. R.	205.56	30.06	34,096.23	34,096.23	165.87	.....
8011	Penn Haven Junction (n. o.) and Mount Carmel.....	do	98.20	12.72	2,555.08	2,555.08	53.01	.....
8012	Hazle Creek Junction (n. o.) and Audouart.....	do	8.52	18	364.23	364.23	42.75	.....
8013	Pottsville and Herndon.....	Philadelphia and Reading R. R.	77.71	17.38	6,511.31	6,511.31	83.79	.....
8014	Port Clinton and Williamsport.....	do	122.06	10.94	7,514.01	7,514.01	61.56	.....
8015	Sunbury and Sugarloaf.....	Pennsylvania R. R.	44.61	13.77	2,478.42	2,478.42	55.58	.....
8016	Penn Haven Junction (n. o.) and Sugarloaf.....	Lackawanna Valley R. R.	23.40	33.49	1,940.79	1,940.79	82.91	.....
8017	Scranton and Northumberland.....	Delaware, Lackawanna and Western R. R.	80.48	25.78	10,734.42	10,734.42	133.38	.....
8018	Scranton and Carbondale.....	Delaware and Hudson Canal Co.	17.37	30	1,737.69	1,737.69	100.04	.....
8019	Binghamton, N. Y., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.50	39.39	23,185.81	23,185.81	165.02	.....
8020	Elmira, N. Y., and Hoytville, Pa.	New York, Lake Erie and Western R. R.	65.01	10.55	4,724.92	4,724.92	72.68	.....
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.....	79.71	19	15,334.60	1,992.75	192.38	25.00
8022	Williamsport and Erie.....	Pennsylvania R. R.	248.25	15.56	35,023.11	35,023.11	141.08	.....
8023	Sunbury and Mount Carmel.....	Northern Central Rwy.....	27.67	15.21	1,443.26	1,443.26	52.16	.....
8024	Bradford, Pa., and Carrollton, N. Y.	New York, Lake Erie and Western R. R.	11.66	24	887.32	887.32	76.10	.....
8025	Irvine and Corry.....	Western New York and Pennsylvania R. R.	94.67	20.51	9,875.02	9,875.02	104.31	.....
8026	Strasburgh and Leaman Place.....	Strasburg R. R., E. C. Musselman, lessee.	4.87	6	208.19	208.19	42.75	.....
8027	Lancaster and Middletown.....	Pennsylvania R. R.	30.99	22.07	2,861.61	2,861.61	92.34	.....
8028	Harrisburg and Auburn.....	Philadelphia and Reading R. R.	59.18	6	2,783.23	2,783.23	47.03	.....
8029	Stewartstown and New Freedom.....	Stewartstown R. R.	7.68	72	328.32	328.32	42.75	.....
8030	Harrisburg, Pa., and Martinsburg, W. Va.	Cumberland Valley R. R.	95.66	29.39	13,332.13	13,332.13	139.87	.....
8031	Columbia and Sinking Spring.....	Reading and Columbia R. R.	40.13	14.12	2,607.64	2,607.64	64.68	.....
8032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R.	69.30	18.58	5,155.22	5,155.22	74.39	.....
8033	Beilin Junction (n. o.) and East Berlin.....	Berlin Branch R. R.	7.28	6	310.36	310.36	42.75	.....
8034	Huntingdon and Mount Dallas Station (n. o.).....	Huntingdon and Broad Top Mountain R. R., and Coal Co.	45.15	12	3,744.74	3,744.74	82.94	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—continued.										
8035	Tyrone and Curwensville	Pennsylvania R. R.	47.18	17.90	4,343.94	91.40	4,343.94	91.40		
8036	Altoona and Henrietta	do.	27.00	15.60	1,502.97	53.87	1,502.97	53.87		
8037	Cresson and Ebensburg	do.	11.65	15.00	4,387.74	50.45	4,387.74	50.45		
8038	Tyrone and Lock Haven	do.	54.90	12.00	4,184.73	76.10	4,184.73	76.10		
8039	Blairsville and Allegheny	do.	60.34	17.76	3,970.56	66.36	3,970.56	66.36		
8040	Pittsburgh, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R.	70.56	25.14	6,334.87	89.73	6,334.87	89.73		
8041	Pittsburgh and Oil City	Allegheny Valley R. R.	132.01	20.00	10,388.90	146.21	10,388.90	146.21		
8042	Branch Junction and Indiana	Pennsylvania R. R.	12.10	13.79	1,796.35	84.05	1,796.35	84.05		
8043	Meadville and Oil City	New York, Lake Erie, and Western R. R.	36.45	18.50	2,493.18	68.40	2,493.18	68.40		
8044	Erle and Homewood	Pennsylvania Co.	112.71	13.57	13,588.31	120.56	13,588.31	120.56		
8045	Oil City, Pa., and Ashtabula, Ohio.	Lake Shore and Michigan Southern R. R.	88.50	11.52	6,870.62	77.81	6,870.62	77.81		
8046	Bethlehem and Bangor	Lehigh and Lackawanna R. R.	31.51	12.00	1,458.03	45.32	1,458.03	45.32		
8047	Downtown and New Holland	Pennsylvania R. R.	27.10	18.50	1,531.33	56.43	1,531.33	56.43		
8048	West Chester and Phoenixville	do.	18.70	16.65	815.50	43.61	815.50	43.61		
8049	Lewistown Junction (n. o.) and Mifflin	do.	12.46	12.00	532.66	42.75	532.66	42.75		
8050	Pottsville and Frackville	Philadelphia and Reading R. R.	10.97	18.00	468.96	42.75	468.96	42.75		
8051	Greenville and Butler	Pittsburgh, Shonango, and Lake Erie R. R.	58.42	15.00	4,146.06	70.97	4,146.06	70.97		
8052	Carlisle and Pine Grove Furnace	South Mountain Railway and Mining Co.	18.97	15.27	1,151.66	60.71	1,151.66	60.71		
8053	Freeport and Butler	Pennsylvania R. R.	21.90	12.00	1,250.80	57.20	1,250.80	57.20		
8054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R.	8.81	3,444.28	46.17		3,444.28	46.17		
8055	Meadfield Station (n. o.) and Washington	Pittsburgh, Cincinnati and St. Louis Rwy.	22.80	92.11	2,612.19	114.57	2,612.19	114.57		
8056	Parkton Junction (n. o.) and Emmaus	Pottomac R. R.	37.58	9.75	2,056.37	54.72	2,056.37	54.72		
8057	Pottstown and Barto's	Philadelphia and Reading R. R.	13.04	16.00	590.97	45.32	590.97	45.32		
8058	Jeddo and Freeland	Lehigh Valley R. R.	2.78	18.00	118.84	42.75	118.84	42.75		
8059	Lebanon and Tower City	Philadelphia and Reading R. R.	43.53	13.14	2,084.21	47.88	2,084.21	47.88		

8000	Monroe Station (n. o.) and Der-	Lehigh Valley R. R.	24.10	12	1,195.11	49.99
8001	rice.	Philadelphia and Reading	18.03	9.41	582.68	41.75
8002	Schuylkill Haven and Glen Car-	do.	5.06	24	216.31	42.75
8003	ton.	Baltimore and Ohio R. R.	180.70	23.97	27,578.57	182.97
8004	Tipton and Kutztown	New York, Lake Erie, and	38.73	11.42	2,344.07	59.00
8005	Pottsville, Pa., and Cumberland,	Western R. R.	53.24	13.23	3,884.13	74.38
8006	Pa.	Philadelphia and Reading	11.20	12	482.68	42.75
8007	Carbondale and Susquehanna	Pennsylvania R. R.	66.23	12	5,209.65	78.06
8008	Reading and Bellefonte	Pennsylvania R. R.	10.07	6	430.49	42.75
8009	Scranton and Ticonderoga	Lehigh Valley R. R.	17.25	6	737.43	42.75
8010	Scranton and Barclay	Toronto and Erie R. R.	45.48	13.24	3,023.06	64.08
8011	Scranton and Johnston	Baltimore and Ohio R. R.	19.38	12	1,441.67	74.38
8012	Scranton and Pottsville (n. o.) and	Cumberland Valley R. R.	45.11	12	2,970.04	65.84
8013	Richmond Furnace.	Pennsylvania R. R.	90.17	31.25	13,337.94	147.92
8014	Mount Dallas Station (n. o.), Pa.,	Philadelphia and Reading	7.20	13.42	307.80	42.75
8015	and Cumberland, Md.	do.	10.47	9.63	930.79	92.81
8016	Allentown and Harrisburg.	do.	109.97	10.02	8,274.14	75.24
8017	Conestoguen and Flourtown	Albany Valley R. R.	23.18	13	1,156.90	52.16
8018	Leadsville and Doylestown	Mont Alto R. R.	27.87	12	1,216.87	44.40
8019	Red Bank Furnace and Irifwood	Delaware and Hudson Canal	19.25	21	971.16	50.45
8020	Chambersburg and Waynebor-	Company.	8.90	13	421.34	47.88
8021	ough.	Cumberland Valley R. R.	54.33	31	5,481.35	100.89
8022	Tunkhannock and Scranton.	Pennsylvania R. R.	7.70	12	533.30	69.26
8023	Wilkes Barre and Macontee.	Western Maryland R. R.	23.23	12	950.33	42.75
8024	Delaware and Scranton.	Pennsylvania R. R.	14.28	12	694.00	48.74
8025	Meekes Barre and Hudson Canal	do.	30.13	12	1,339.57	44.46
8026	Company.	East Broad Top R. R. and	140.41	13.89	9,363.93	66.69
8027	Mechanicsburgh and Dillsburgh	Coal Co.	25.33	12	1,754.35	69.26
8028	Pittsburgh and West Brownsville	Pittsburgh and Western Rwy	1.96	24	83.79	42.75
8029	Valley Junction (n. o.), and Inter-	Pennsylvania and North-	44.11	6	2,036.55	40.17
8030	section (n. o.)	ern R. R.	8.45	12	361.23	42.75
8031	Bellefonte and Snow Shoe.	do.	23.40	8.49	1,000.35	42.75
8032	Holidaysburgh and Williams-	Western New York and Penn-	40.96	12	2,241.33	54.72
8033	burgh.	sylvania R. R.	10.41	6	445.02	42.75
8034	Mount Union and Robertdale.	Maryland Central Rwy.	20.23	6	864.83	42.75
8035	Mount Jewett and Gallery	Allegheny Valley R. R.	10.41	6	445.02	42.75
8036	Woodward and Irvona	Peach Bottom R. R.	10.41	6	445.02	42.75
8037	Alaska (n. o.), and Mount Carmel.	do.	10.41	6	445.02	42.75
8038	Reading and Slatington.	do.	10.41	6	445.02	42.75
8039	Berlin and Garrett.	Baltimore and Ohio R. R.	44.11	6	2,036.55	40.17
8040	Larabee and Clermont.	Western New York and Penn-	8.45	12	361.23	42.75
8041	York and Peach Bottom	sylvania R. R.	23.40	8.49	1,000.35	42.75
8042	Lawsongham and Sligo	Maryland Central Rwy.	40.96	12	2,241.33	54.72
8043	Oxford and Peter's Creek	Allegheny Valley R. R.	10.41	6	445.02	42.75
8044		Peach Bottom R. R.	20.23	6	864.83	42.75

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
PENNSYLVANIA—continued.										
8095	Pittsburgh and Castle Shannon	Pittsburgh and Castle Shannon R. R.	6.04	7	258.21	258.21	258.21	42.75		
8096	New Castle and Stoneboro	Western New York and Pennsylvania R. R.	35.38	9.99	1,812.42		1,812.42	51.80		
8097	White Haven and Upper Lehigh.	Central R. R. Co. of New Jersey	9.66	12	412.96		412.96	42.75		
8098	Norristown and Lansdale	Stony Creek R. R.	10.99	6	461.70		461.70	42.75		
8099	Oscoda Mills and Berksens Mills.	Pennsylvania R. R.	17.38	15	742.99		742.99	42.75		
8100	Tanques and Mauch Chunk	Central R. R. Co. of New Jersey	16.14	19.88	814.26		814.26	50.45		
8101	Wilkes Barre and Wanamie.	do	12.87	14.7	550.19		550.19	42.75		
8102	Hanover Junction and Gettysburgh.	Western Maryland R. R.	29.53	14.39	2,171.84		2,171.84	78.53		
8103	Jenkintown, Pa., and Bound Brook, N. J.	Philadelphia and Reading R. R.	49.19	14.40	3,280.48		3,280.48	66.09		
8104	Greensburgh and Fairchance	Pennsylvania R. R.	44.53	21.32	4,416.48		4,416.48	99.18		
8105	Sheffield and Elmira.	Tionesta Valley R. R.	12.76	12	545.49		545.49	42.75		
8106	Millersburgh and Williamstown.	Northern Central Rwy.	21.04	12	953.53		953.53	45.32		
8107	Meadville and Linesville	Meadville and Linesville Rwy.	21.21	18	1,650.35		1,650.35	77.81		
8108	Lowstown Junction (n. o.) and Selin's Grove Junction (n. o.).	Pennsylvania R. R.	45.00	6.18	2,270.25		2,270.25	50.45		
8109	Glenside and Bradyville.	Northeast Pennsylvania R. R.	9.85	12	454.77		454.77	46.17		
8110	Hartley Hall and Nordmont.	Williamsport and North Branch R. R.	27.16	12	1,800.42		1,800.42	47.88		
8111	Manor Station and Claridge.	Pennsylvania R. R.	3.80	12	166.72		166.72	42.75		
8112	Jersey Shore and Gazeam.	Beech Creek R. R.	117.01	12	5,602.43		5,602.43	47.88		
8113	Tyrone and B. P. O.	Pennsylvania R. R.	25.91	12	1,107.65		1,107.65	42.75		
8114	Washington and Waynesburgh.	Waynesburg and Washington R. R.	29.31	12	1,978.89		1,978.89	67.53		
8115	Bangor Junction (n. o.) Pa., and Brainards, N. J.	Bangor and Portland Rwy.	4.57	21	226.62		226.62	49.59		
8116	Honesdale and Carbondale.	Delaware and Hudson Canal Co.	26.15	12	913.19		913.19	45.83		
8117	Philadelphia (Third and Berks Streets Station) Newtown.	Philadelphia, Newtown and New York R. R.	23.30	18.43	1,285.01		1,285.01	55.58		
8118	Letrobe and Ligonier.	Ligonier Valley R. R.	10.78	12	460.84		460.84	42.75		
8119	Shenandoah and Mahanoy Plane.	Philadelphia and Reading R. R.	6.88	24	341.17		341.17	49.59		
8120	Briarlin and Goose Run Junction (n. o.)	Pennsylvania R. R.	1.07	12	45.74		45.74	42.75		

C.—Railroad service as in operation on the 30th of June, 1890.—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
PENNSYLVANIA—continued.										
8154	Cornwall and Conewago	Cornwall and Lebanon R. R.	Miles. 16.60	12	Dollars. 79.65	.....	Dollars. 709.65	Dollars. 42.75	.....	.....
8155	Hunter's Run and Gettysburg	Gettysburg and Harrisburg R. R.	22.64	13.89	1,645.47	.....	1,645.47	72.68	.....	.....
8156	New Castle Junction (n. o.) and New Castle	Pittsburgh and Lake Erie R. R.	2.40	54.72	155.95	.....	155.95	64.98	.....	.....
8157	Springfield Junction (n. o.) and Mines	Pennsylvania R. R.	8.20	6	350.55	.....	350.55	42.75	.....	.....
8158	Vacant .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8159	Pittsburgh and New Haven	Pittsburgh and Lake Erie R. R.	58.04	6	3,432.58	.....	3,432.58	58.14	.....	.....
8160	Philadelphia and Chestnut Hill R. R. Station (n. o.)	Pennsylvania R. R.	11.86	37	841.70	.....	841.70	70.97	.....	.....
8161	Holmesburg Junction (n. o.) and Bustleton R. R. Station (n. o.)	do	4.05	18	173.13	.....	173.13	42.75	.....	.....
8162	Springfield Station (n. o.) and St. Peter's	Wilmington and Northern R. R.	7.00	12	208.25	.....	208.25	42.75	.....	.....
8163	Roaring Spring and Ore Hill	Pennsylvania R. R.	3.27	6	139.79	.....	139.79	42.75	.....	.....
8164	Warren, Pa., and Salamanca, N. Y.	Western New York and Pennsylvania R. R.	42.09	12	2,231.19	.....	2,231.19	53.01	.....	.....
8165	Irons and Horatio	Pennsylvania and Northwestern R. R.	37.17	12	2,193.03	.....	2,193.03	59.00	.....	.....
8166	Turbotville and Watsontown	Wilkes Barre and Western R. R.	6.10	6	260.77	.....	260.77	42.75	.....	.....
8167	Keating and Karthaus	Pennsylvania R. R.	22.15	6	946.91	.....	946.91	42.75	.....	.....
8168	Coalport and Cresson	Cresson and Clearfield County and New York Short Route R. R.	25.22	6	1,078.15	.....	1,078.15	48.75	.....	.....
8169	Hazleton and New Boston	Lehigh Valley R. R.	18.75	24	993.93	.....	993.93	53.01	.....	.....
8170	Luzerne and Allentown	do	13.26	12	566.86	.....	566.86	42.75	.....	.....
8171	Forest House and Anstett	Sinnemahoning Valley R. R.	8.99	12	884.82	.....	884.82	42.75	.....	.....
8172	Jamestown City and Bloomsburg	Bloomsburg and Sullivan R. R.	38.43	12	1,300.45	.....	1,300.45	42.75	.....	.....
8173	Silver Brook and Silver Brook Junction (n. o.)	Lehigh Valley R. R.	2.59	6	110.72	.....	110.72	42.75	.....	.....
8174	Wilkes Barre and Rock Glen Junction (n. o.)	Pennsylvania R. R.	39.58	12	1,861.44	.....	1,861.44	47.03	.....	.....
8175	New Boston and Pottsville	do	10.09	24	534.87	.....	534.87	53.01	.....	.....
8176	Goff and Donohoe Station (n. o.)	do	4.26	12	182.11	.....	182.11	43.75	.....	.....
8177	Bloomsburg and Rupert	Rupert and Bloomsburg R. R.	2.19	12	93.62	.....	93.62	42.75	.....	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
MARYLAND—continued.										
10004	Araby and Frederick.....	Baltimore and Ohio R. R.....	3.85	55	206.25	206.25	70.95	R. P. O. Baltimore to Hagerstown, 86.10 miles.
10005	Wornton and Hagerstown.....	do.....	24.43	15	1,503.91	.....	1,503.91	61.56	.....
10006	Baltimore and Williamsport.....	Western Maryland R. R.....	92.75	21.68	13,560.97	2,152.50	15,713.47	146.21	25.00	
10007	Annapolis and Annapolis Junction.....	Annapolis, Washington and Baltimore R. R.....	21.03	25	1,832.11	1,832.11	88.07	Pay based on a service of not less than 6 round trips per week.
10008	Cambridge, Md., and Seaford, Del.....	Philadelphia, Wilmington and Baltimore R. R.....	33.64	6	1,955.82	.....	1,955.82	58.14	.....
10009	Salisbury and Ocean City.....	Baltimore and Eastern Shore R. R.....	31.07	4.96	1,328.24	.....	1,328.24	42.75	.....
10010	Townsend, Del., and Centreville, Md.....	Philadelphia, Wilmington and Baltimore R. R.....	35.23	12	2,280.24	2,280.24	64.98	Pay based on a service of not less than 6 round trips per week.
10011	Cumberland, Md., and Pictmont, W. Va.....	Cumberland and Pennsylvania R. R.....	33.79	13	2,484.57	.....	2,484.57	73.83	.....
10012	Clayton, Del., and Chestertown, Md.....	Baltimore and Delaware Bay R. R.....	32.53	6	2,058.17	.....	2,058.17	63.27	.....
10013	Bay View (n. o.), Md., and Washington, D. C.....	Baltimore and Potomac R. R.....	45.53	57.10	52,708.71	7,967.75	60,676.46	1,157.67	175.00	Pay based on a service of not less than 6 round trips per week.
10014	Bawin and Pope's Creek.....	do.....	48.01	6	2,430.40	.....	2,430.40	49.59	.....
10015	Peninsula Junction, Md., and Cape Charles, Va.....	New York, Philadelphia and Norfolk R. R.....	73.14	13	7,817.20	.....	7,817.20	105.88	.....
10016	Bay View (n. o.) and Canton Dock (n. o.).....	Philadelphia, Wilmington and Baltimore R. R.....	2.10	3	88.77	89.77	42.75	Pay based on a service of not less than 6 round trips per week.
10017	Baltimore, Md., and Harper's Ferry, W. Va.....	Baltimore and Ohio R. R.....	81.49	24.10	10,729.78	.....	10,729.78	131.67	.....
10018	Lake Roland and Stevenson.....	Northern Central Rwy.....	5.51	6	236.55	.....	235.55	42.75	.....
10019	Emmitsburg and Rocky Ridge.....	Emmitsburg R. R.....	7.19	18	313.55	313.55	43.61	Pay based on a service of not less than 6 round trips per week.
10020	Intersection (n. o.), Pa., and Glyn-don, Md.....	Western Maryland R. R.....	20.71	14.36	1,522.80	.....	1,522.80	73.53	.....
10021	Edgemont, Md., and Chambers-burgh, Pa.....	do.....	21.95	18	938.36	.....	938.36	42.75	.....
10022	Baltimore and South Baltimore.....	Baltimore and Ohio R. R.....	7.63	13	326.18	326.18	42.75	Pay based on a service of not less than 6 round trips per week.
10023	Perryville and Port Deposit.....	Pennsylvania R. R.....	4.58	21	238.89	.....	238.89	52.16	.....
10024	Baltimore, Md., and Delta, Pa.....	Maryland Central Rwy.....	44.70	13.16	2,713.73	.....	2,713.73	60.71	.....
10025	Vacant.....	Pay based on a service of not less than 6 round trips per week.
10026	St. Agnes Station (n. o.) and Ca-ton-wille, ton-wille, Pa.....	Baltimore and Potomac R. R.....	4.01	12	171.42	.....	171.42	42.75	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
VIRGINIA—continued.										
11028	Danville and Stuart.....	Danville and New River R. R.	78.52	6.70	\$4,122.13	.....	\$4,122.13	.....	Dollars.	
11029	Bacony Falls and Lexington.....	Chesapeake and Ohio Rwy.	21.51	12	1,360.09	.....	1,360.09	53.87	59.00	
11030	Suffolk, Va., and Woodley, N. C.	Suffolk and Carolina Rwy.	38.40	6	1,641.60	.....	1,641.60	42.75	42.75	
11031	Newport News and Fortress Monroe.....	Chesapeake and Ohio Rwy.	10.05	19.50	1,670.23	.....	670.23	66.69	.....
11032	Keyville, Va., and Durham, N. C.	Richmond and Danville R. R.	87.98	7	6,460.16	.....	6,460.16	73.53	.....
11033	Radford and Pocahontas.....	Norfolk and Western R. R.	74.97	14.23	7,179.12	.....	7,179.12	95.76	.....
11034	Clarendon and Bedford.....	Atlantic and Danville Rwy.	54.51	6	2,830.20	.....	2,830.20	42.75	.....
11035	Norfolk and Virginia Beach.....	Norfolk and Virginia Beach R. R.	18.55	13	783.01	.....	783.01	42.75	.....
11036	Emporia, Va., and Margarettsville, N. C.	Moherrin Valley Rwy.	18.23	6	778.90	.....	778.90	42.75	.....
11037	Suffolk and Whaleyville.....	Suffolk Lumber Co. R. R.	12.28	6	524.97	.....	524.97	42.75	.....
11038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R.	142.80	14	62,879.12	14,280.00	77,159.12	440.33	100.00	
11039	Pulaski City and Ivanhoe.....	Norfolk and Western R. R.	32.25	9	1,406.48	.....	1,406.42	43.61	.....
11040	Bristol and Clinchport.....	South Atlantic and Ohio R. R.	43.42	6	1,980.45	.....	1,980.45	44.40	.....
11041	Bremo Bluff and Armonia.....	Chesapeake and Ohio Rwy.	4.93	6	210.75	.....	210.75	42.75	.....
11042	Portsmouth and Danville.....	Atlantic and Danville Rwy.	206.27	6	3,332.86	.....	3,332.86	42.75	.....	Pay not fixed on 141.01 miles.
11043	Graham and Honsker.....	Norfolk and Western R. R.	55.16	6	915.20	.....	915.20	47.03	.....	Pay not fixed on 35.70 miles.
11044	Lynchburgh and South Boston.....	Lynchburgh and Durham R. R.	62.46	6	3,257.91	.....	3,257.91	52.10	.....
11045	Scotland and Wakefield Station.....	Serry Sussex and Southampton Rwy.	20.08	6	838.42	.....	838.42	42.75	.....
11046	Coalboro (n. o.) and Farmville.....	Farmville and Powhatan R. R.	64.65	6	.....	.....	.....	.....	.....	Pay not fixed.
11047	Portsmouth, Va., and Tarboro, N. C.	Norfolk and Carolina R. R.	104.05	6	.....	.....	.....	.....	.....	Do.
			8,650.73		882,788.25	73,624.70	956,412.95			
WEST VIRGINIA.										
12001	Harper's Ferry, W. Va., and Lexington, Va.	Baltimore and Ohio R. R.	165.38	16.00	18,807.01	.....	18,807.01	113.72	.....
12002	Grafton and Parkersburgh.....	do	103.80	20.76	46,771.24	10,890.00	57,151.24	450.59	100.00	
12003	Vacant.....									
12004	Pennsborough and Ritchie C. H.	Pennsborough and Harrisville, Ritchie County Rwy.	9.25	12	396.43	.....	395.43	42.75	.....

12005	Wheeling Junction (n. o.) and Wheeling.....	Pittsburgh, Cincinnati and St. Louis Rwy.	24.45	24	2,822.26	.....	2,822.26	115.48	.....
12006	Clarksburg and Weston.....	West Virginia and Pittsburgh Rwy.	26.09	18	2,145.07	.....	2,145.07	80.87	.....
12007	Piedmont and Shaw.....	West Virginia Central and Pittsburgh Rwy.	10.97	11.59	675.31	.....	675.31	61.56	.....
12008	Winifrede Junction (n. o.) and Winifrede.....	Winifrede R. R.	4.54	13	194.08	.....	194.08	42.75	.....
12009	Shaw and Davis.....	West Virginia Central and Pittsburgh Rwy.	45.61	12	2,535.00	.....	2,535.00	55.58	.....
12010	Charleston and Point Pleasant Junction (n. o.).....	Kanawha and Ohio Rwy.	58.54	13	3,904.03	.....	3,904.03	66.69	.....
12011	Weston and Brookhaven.....	West Virginia and Pittsburgh R. R.	16.98	12	839.26	.....	839.26	51.30	.....
11012	Grafton and Belington.....	Grafton and Greenbrier R. R.	41.64	6	2,349.73	.....	2,349.73	56.43	.....
12013	Wheeling and Huntington.....	Ohio River R. R.	215.39	19.43	23,389.20	.....	23,389.20	108.59	.....
12014	Green Springs and Romney.....	Baltimore and Ohio R. R.	16.64	12	711.36	.....	711.36	42.75	.....
12015	Beavertown Junction (n. o.) and Wheeling.....	do	4.94	53.50	806.75	.....	806.75	163.31	.....
12016	Blue Stone Junction (n. o.) and Flipping.....	Norfolk and Western R. R.	9.42	7.93	402.70	.....	402.70	42.75	.....
12017	Morgantown and Fairmont.....	Baltimore and Ohio R. R.	26.17	12	1,425.52	.....	1,425.52	51.30	.....
12018	Martinsburg, W. Va., and Winchester, Va.....	Cumberland Valley R. R.	22.79	12	1,773.28	.....	1,773.28	77.81	.....
12019	Piedmont, W. Va., and Cumberland, Md.....	West Virginia Central and Pittsburgh Rwy.	28.18	9	1,662.62	.....	1,662.62	59.00	.....
12020	Vacant.....								
12021	Tunnelton and Kingwood.....	Tunnelton, Kingwood and Fairbance R. R.	11.26	13	481.36	.....	481.36	42.75	.....
12022	Coopers and Elk Horn.....	Norfolk and Western R. R.	8.10	6	346.27	.....	346.27	42.75	.....
12023	Hancock Station (n. o.) and Berkeley Springs.....	Baltimore and Ohio R. R.	6.41	15	274.02	.....	274.02	42.75	.....
12024	Douglas and Jackson C. H.....	Ripley and Mill Creek Valley R. R.	13.40	6	572.85	.....	572.85	42.75	.....
12025	Harriason (n. o.) and Elk Garden.....	West Virginia Central and Pittsburgh Rwy.	7.15	12	305.66	.....	305.66	42.75	.....
12026	Sevill Depot and Cliff Top.....	Longdale Iron Co.	10.10	6	431.77	.....	431.77	42.75	.....
12027	Thomas and Elkins.....	West Virginia Central and Pittsburgh Rwy.	35.65	6	1,767.87	.....	1,767.87	49.59	.....
			922.83		115,706.65	10,390.00	126,096.65		
NORTH CAROLINA.									
13001	Raleigh and Weldon.....	Raleigh and Gaston R. R.	97.28	12	10,147.27	.....	10,147.27	104.31	.....
13002	Weldon and Wilmington.....	Wilmington and Weldon R. R.	161.87	16.03	45,808.41	12,949.60	58,758.01	282.96	80.00
13003	Wilmington and Charlotte.....	Carolina Central R. R.	188.07	6	14,793.58	.....	14,793.58	78.06	.....
13004	Goldsborough and Greensborough.....	Richmond and Danville R. R.	130.05	13.63	16,234.14	.....	16,234.14	124.53	.....
13005	Goldsborough and Morehead City.....	Atlantic and North Carolina R. R.	93.91	6	6,503.26	.....	6,503.26	69.25	.....
13006	Salisbury, N. C., and Kinzel (n. o.), Tenn.....	Richmond and Danville R. R.	185.48	8.96	19,030.24	.....	19,030.24	102.60	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, per week over whole route.	Average No. of trips.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
NORTH CAROLINA—continued.										
13067	Charlotte, N. C., and Augusta, Ga.	Richmond and Danville R. R.	Miles. 191.56	10.08	Dollars. 26,204.04	Dollars. 136.80	20,204.04	Dollars. 136.80		
13068	Charlotte and Rutherfordton.	Carolina Central R. R.	81.80	6	5,384.80	65.83	5,384.80	65.83		
13069	Charlotte and Taylorsville.	Richmond and Danville R. R.	65.13	6	3,675.28	56.43	3,675.28	56.43		
13070	Raleigh and Hanes.	Raleigh and Augusta Air Line R. R.	97.52	6	7,003.88	71.82	7,003.28	71.82		
13071	Beaufortville, S. C., and Mount Airy, N. C.	Cape Fear and Yorklin Valley Rwy.	223.19	6.65	14,604.82	65.84	14,604.82	65.84		
13072	Greensborough and Rural Hall.	Richmond and Danville R. R.	41.80	10.78	3,109.50	74.38	3,109.50	74.38		
13073	Jamestown and Washington.	Jamestown and Washington R. R.	23.31	6	1,036.36	44.46	1,036.36	44.46		
13074	Oxford and Henderson.	Richmond and Danville R. R.	13.50	6	846.38	47.88	846.38	47.88		
13075	Rocky Mount and Tarborough.	Wilmington and Weldon R. R.	17.97	7	1,229.14	68.40	1,229.14	68.40		
13076	Asheville Junction (n. o.) and Jarrett.	Richmond and Danville R. R.	98.94	6	4,990.53	50.44	4,990.53	50.44		
13077	Maxton and Rowland.	Maxton, Alra and Rowland R. R.	16.31	6	698.53	42.75	698.53	42.75		
13078	University Station and Chapel Hill.	Richmond and Danville R. R.	11.33	6	484.35	42.75	484.35	42.75		
13079	Halifax and Greenville.	Wilmington and Weldon R. R.	58.23	6	3,186.34	54.72	3,186.34	54.72		
13080	Tarborough and Plymouth.	Albemarle and Raleigh R. R.	55.94	7	2,917.83	52.16	2,917.83	52.16		
13081	High Point and Ashborough.	Richmond and Danville R. R.	28.21	6	1,203.97	42.76	1,203.97	42.76		
13082	Danville, Mocksville and Southwestern Junction (n. o.) and Leaksville.	Danville, Mocksville and Southwestern R. R.	8.21	6	350.97	42.75	350.97	42.75		
13083	Hickory and Lenoir.	Richmond and Danville R. R.	20.51	6	1,157.37	56.43	1,157.37	56.43		
13084	Chadbourn, N. C., and Conway, S. C.	Wilmington, Chadbourn and Conway R. R.	39.17	6	1,674.51	42.75	1,674.51	42.75		
13085	Louisburgh and Franklington.	Raleigh and Gaston R. R.	10.34	12	442.03	42.75	442.03	42.75		
13086	Warren Plains and Warrenton.	Warrenton R. R.	3.13	12	132.80	42.75	132.80	42.75		
13087	Weldon and Fayetteville.	Wilmington and Weldon R. R.	74.58	6	3,188.29	42.75	3,188.29	42.75		
13088	Rocky Mount and Spring Hope.	do	19.12	6	817.38	42.75	817.38	42.75		
13089	Monrovia and Pitsborough.	Raleigh and Augusta Air Line R. R.	12.31	12	526.25	42.75	526.25	42.75		
13090	Warsaw and Clinton.	Wilmington and Weldon R. R.	13.11	12	560.45	42.75	560.45	42.75		
13091	Factory Junction (n. o.) and Millboro, N. C.	Cap. Fear and Yorklin Valley Rwy.	9.55	6	408.26	42.75	408.26	42.75		
13092	Hamilton and Tarborough.	Hamilton R. R. and Lumber Co.	20.61	6	883.26	42.75	883.26	42.75		

13032 13034 13035 13036 13037 13038 13039 13040 13041 13042	Boyrine, Va., and Lewiston, N. C. Hamlet and Gibson's Station Winnington and Wrightville Chescon and Carthage Stokedale and Madison Monroe, N. C., and Chester, S. C. Mackey's Ferry and Poplar Winstead and Walnut Cove Henderson and Durham Wilmington and Fayetteville	6 6 6 6 6 6 6 6 12 6	55.45 10.50 9.24 10.78 11.48 45.06 4.43 18.62 43.62 52.64	Seaboard and Roanoke R. R. Raleigh and Augusta Air Wilmington Seacoast R. R. Raleigh and Augusta Air Line R. R. Cape Fear and Yadkin Valley Rwy. Georgia, Carolina and North- Carolina Rwy. Albemarle and Pamlico R. R. Roanoke and Southern Rwy. Durham and Northern Rwy. Cape Fear and Yadkin Valley Rwy.	1,515.48 448.87 895.01 400.84 400.77 1,981.96 180.88 791.73 1,797.63 207,308.50	42.75 42.75 42.75 42.75 42.75 42.75 42.75 42.75 42.75 42.75	1,515.48 448.87 895.01 400.84 400.77 1,981.96 180.88 791.73 1,797.63 207,308.50	42.75 42.75 42.75 42.75 42.75 42.75 42.75 42.75 42.75 42.75	Pay not fixed.	
SOUTH CAROLINA.										
14001 14002 14003 14004 14005 14006 14007	Columbia and Greenville Columbia, S. C., and Wilmington, N. C. Columbia and Charleston Charleston, S. C., and Savannah, Ga. Charleston and Florence Florence and Cheraw Chester, S. C., and Hickory, N. C.	10.21 15.54 23.46 21 6 6 6	144.33 183.17 131.04 115.00 102.44 40.78 89.91	Richmond and Danville R. R. Wilmington, Columbia and Augusta R. R. South Carolina Rwy. Charleston and Savannah Rwy. Northeastern R. R. Cheraw and Darlington R. R. Richmond and Danville R. R.	11,722.48 40,453.31 17,141.34 27,038.80 26,012.58 2,545.07 4,599.06	81.22 209.47 130.81 235.12 253.93 62.41 55.57	11,722.48 47,039.31 17,141.34 34,513.80 32,671.18 2,545.07 4,599.06	81.22 209.47 130.81 235.12 253.93 62.41 55.57	65.00 65.00 65.00	R. P. O. 110.40 miles, Florence and Wil- mington. Pay between Newton and Hickory, 10.10 miles, at \$16.24 per mile.
14008 14009 14010 14011	Alston and Spartanburg Hodges and Abbeville C. H. Port Royal, S. C., and Augusta, Ga. Spartanburg, S. C., and Asheville, N. C.	7 6 8.32 7	68.58 11.85 112.54 71.92	do do Port Royal and Augusta Rwy. Richmond and Danville R. R.	4,631.89 4,506.58 6,448.29 4,796.34	67.54 42.75 57.26 66.09	4,631.89 4,506.58 6,448.29 4,796.34	67.54 42.75 57.26 66.09		
14012 14013 14014 14015 14016 14017	Newberry C. H. and Laurens C. H. Chester and Lancaster C. H. Cheraw, S. C., and Wadesborough, N. C. Lanes and Sumter Belton and Wallalla Branchville, S. C., and Augusta, Ga.	6 3 6 14 6 20	31.76 29.47 26.30 40.69 44.33 75.14	do do Cheraw and Salisbury R. R. Central R. R. Co. of S. C. Richmond and Danville R. R. South Carolina Rwy.	1,357.74 1,335.28 1,394.16 2,504.87 2,577.34 7,773.23	42.75 45.31 53.01 61.56 58.14 103.45	1,357.74 1,335.28 1,394.16 2,504.87 2,577.34 7,773.23	42.75 45.31 53.01 61.56 58.14 103.45		
14018 14019 14020 14021	Kingville and Camden Blackville and Barnwell C. H. Lanes and Georgetown Greenwood and Spartanburg	12 14 14 7	39.03 9.64 36.00 65.20	do Barnwell Rwy. Georgetown and Western R. R. Port Royal and Western Car- olina Rwy.	2,406.42 412.10 1,092.72 3,509.26	63.27 42.75 47.02 53.01	2,406.42 412.10 1,092.72 3,509.26	63.27 42.75 47.02 53.01		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for transportation. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for transportation. Dollars.	Remarks.
SOUTH CAROLINA—continued.										
14023	Elloree and Pagnalls	Charleston, Sumter and Northern R. R.	35.53	12	1,549.45	43.61	1,549.45	43.61		
14023	McCormick and Anderson C. H.	Port Royal and Western Carolina Rwy.	59.46	7	2,541.91	42.75	2,541.91	42.75		
14024	Laurens C. H. and Greenville	Green Pond, Walterboro and Branchville Rwy.	37.48	7	1,602.27	42.75	1,602.27	42.75		
14025	Green Pond and Walterborough	Blackville, Alston and Newberry R. R.	12.37	6.50	538.81	42.75	538.81	42.75		
14026	Blackville and Siervo	Charleston, Cincinnati and Chicago R. R.	29.09	6.54	1,243.68	42.75	1,243.58	42.75		
14027	Camden, S. C., and Ruthersfordton, N. C.	Charleston and Savannah Rwy.	149.90	6	7,562.44	50.45	7,562.44	50.45		
14028	Ravenels and Young's Island	Bishopville R. R.	5.70	9	243.67	42.75	243.67	42.75		
14029	Atkins and Bishopville	Florence R. R.	15.79	6	675.02	42.75	675.02	42.75		
14030	Pee Dee Junction (n. o.) and Rowland	Carolina, Cumberland Gap and Chicago Rwy.	27.50	6	1,175.62	42.75	1,175.62	42.75		
14031	Aiken and Edgefield C. H.	Wilson and Summerton R. R.	24.37	12	1,063.19	42.75	1,063.19	42.75		
14032	Weldon's and Summerton	Hartsville R. R.	16.06	6	646.56	42.75	646.56	42.75		
14033	Floyda (n. o.) and Hartsville	Charleston, Sumter and Northern R. R.	10.60	6	427.50	42.75	427.50	42.75		
14034	Sumter and Vance	Pay not fixed.	36.00	6						
			1,539.87		190,220.88		211,536.48			
GEORGIA.										
15001	Atlanta, Ga., and Charlotte, N. C.	Richmond and Danville R. R.	267.93	14.68	87,278.20	28,793.00	114,071.20	825.76	100.00	
15002	Atlanta, Ga., and Chatanooga, Tenn.	Western and Atlantic R. R.	138.06	21	36,346.06	12,430.00	50,766.06	277.97	90.00	
15003	Atlanta and West Point	Atlanta and West Point R. R.	87.02	21	22,245.80	4,351.00	26,596.80	255.64	50.00	
15004	Augusta and Atlanta	Georgia R. R.	171.60	21	25,732.02	150.43	25,732.02	150.43		
15005	Millen and Augusta	Central R. R. and Banking Co.	64.96	21	4,136.69	75.24	4,136.69	75.24		
15006	Washington and Barnett	Georgia R. R.	18.13	14	871.63	47.62	871.63	47.62		
15007	Union Point and Athens	do.	40.48	21	2,318.69	51.28	2,318.69	51.28		
15008	Kingston and Rome	Rome R. R.	19.20	14	902.78	47.02	902.78	47.02		
15009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.56	21	42,344.93	11,151.40	53,396.33	246.24	65.00	
15010	Savannah and Macon	Central R. R. and Banking Co.	191.00	14	28,901.03	28,901.03	28,901.03	151.83		
15011	Macon and Columbus	Southwestern R. R.	100.48	14	6,727.42	6,727.42	6,727.42	67.56		

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C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
GEORGIA—continued.										
15048	Sylvania and Rocky Ford	Sylvania R. R.	Miles. 14.97	12	Dollars. 639.96	.....	Dollars. 639.96	Dollars. 42.75	.....	.....
15047	Americus and Columbia	Savannah and Western R. R.	33.33	7	2,507.55	.....	2,507.55	43.32	.....	.....
15048	Augusta and Sandersville	Augusta, Gibson and Sandersville R. R.	81.16	6	3,466.59	.....	3,466.59	42.75	.....	.....
15049	Wrightsville and Dublin	Wrightsville and Tonnille R. R.	20.09	6	961.90	.....	961.90	47.88	.....	.....
15050	Abbeville and Louvale	Savannah, Americus and Montgomery Rwy.	110.08	7	4,705.92	.....	4,705.92	42.75	.....	.....
15051	Columbus and McDonough	Georgia Midland and Gulf R. R.	99.20	6	4,410.43	.....	4,410.43	44.46	.....	.....
15052	Macon and Athens	Covington and Macon R. R.	104.07	7	4,983.47	.....	4,983.47	47.03	.....	.....
15053	Midville and Swainsborough	Midville and Swainsboro R. R., owned and operated by Jesse Thompson & Co.	18.42	6	787.45	.....	787.45	42.70	.....	.....
15054	Union Point and White Plains	Union Point and White Plains R. R.	13.79	12	589.52	.....	589.52	42.75	.....	.....
15055	Rogers and Stillmore	Rogers and Summit R. R.	31.24	6	1,235.51	.....	1,235.51	43.75	.....	.....
15056	Atlanta and Fort Valley	Atlanta and Florida R. R.	141.53	6	4,468.65	.....	4,468.65	42.75	.....	.....
15057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	138.00	7	7,551.36	.....	7,551.36	54.72	.....	.....
15058	Macon, Ga., and Palatka, Fla.	Georgia Southern and Florida R. R.	303.74	6.39	6,820.15	.....	6,820.15	44.46	.....	Pay not fixed on 153.34 miles.
15059	Crawford and Lexington	Lexington Terminal R. R.	4.65	12	198.78	.....	198.78	42.75	.....	.....
15060	Wayley and Blackville	Dorchester, Perkins & Co. R. R.	30.85	6	1,318.83	.....	1,318.83	42.75	.....	.....
15061	Statesborough and Dover	Dover and Statesboro R. R.	10.26	12	439.47	.....	439.47	42.75	.....	.....
15062	Dunlap (n. o.) and Smithonia	Smithonia and Dunlap R. R.	6.54	12	279.58	.....	279.58	42.75	.....	.....
15063	Columbus and Albany	Columbus Southern Rwy	39.61	6	.....	.....	.....	.....	.....	Pay not fixed.
			4,712.96		498,953.65	60,890.90	554,844.55			
FLORIDA.										
15061	Fernandina and Cedar Keys	Florida Central and Peninsular R. R.	155.84	7.64	10,018.95	.....	10,018.95	64.29	.....	All land grant.
15062	Lake City and River Junction	do	151.87	13.60	10,283.11	.....	10,283.11	67.71	.....	Do.
15063	Pensacola, Fla., and Flomaton, Ala.	Louisville and Nashville R. R.	53.43	21	8,178.20	.....	8,178.20	73.18	.....	Do.

16004	J., T. and K. W. Junction (n. o.) and New Smyrna.	Atlantic and Western R. R.	28.09	6	1,200.84	1,200.84	42.75	
16005	Pensacola and Millview	Pensacola and Perillo R. R.	10.50	6	448.87	448.87	42.75	
16006	Jacksonville and Lake City	Florida Central and Peninsular R. R.	56.81	17.43	4,990.55	4,990.55	83.44	All land grant.
16007	Sanford and Tampa	South Florida R. R.	115.59	13	16,992.25	16,992.25	146.20	
16008	Astor and Lane Park.	Florida Southern Rwy.	34.53	6	1,476.15	1,476.15	42.75	
16009	Hart's Road and Jacksonville	Florida Central and Peninsular R. R.	34.96	13	1,067.04	1,067.04	42.75	
16010	Sanford and Oviedo.	Sanford and Indian River R. R.	17.86	6	742.14	742.14	42.75	
16011	Waldo and Tavares.	Florida Central and Peninsular R. R.	96.85	13	8,237.18	8,237.18	100.03	72.50 miles, Waldo and Wildwood, land grant, at \$80.02 per mile.
16012	Palatka and Gainesville.	Florida Southern Rwy.	50.12	7.31	4,756.88	4,756.88	94.90	
16013	Tallahassee and St. Mark's.	Florida Central and Peninsular R. R.	22.03	3	941.78	941.78	43.75	Pay based on a service of not less than 6 round trips per week.
16014	Rochelle and Fort Mason.	Florida Southern Rwy.	80.76	7.08	7,887.02	7,887.02	91.48	All land grant.
16015	Pensacola and River Junction.	Pensacola and Atlantic R. R.	161.20	14	11,687.00	11,687.00	72.50	
16016	Jacksonville and St. Augustine.	Jacksonville, St. Augustine and Halifax River Rwy.	37.65	20	3,219.07	3,219.07	85.50	
16017	Micanopy Junction (n. o.) and Micanopy.	Florida Southern Rwy.	3.86	6	165.01	165.01	42.75	
16018	Jacksonville and Sanford.	Jacksonville, Tampa and Key West Rwy.	125.30	20	23,246.90	23,246.90	185.53	
16019	Wildwood and Plant City.	Florida Central and Peninsular R. R.	65.80	6	2,295.10	2,295.10	34.88	Do.
16020	De Land Junction (n. o.) and De Land.	De Land and St. Johns River R. R.	4.10	19	193.30	193.30	47.88	
16021	Wabnetta and Bartow.	South Florida R. R.	17.67	19	755.39	755.39	42.75	
16022	Tavares and Orlando.	Tavares, Orlando and Atlantic R. R.	33.55	13	2,409.56	2,409.56	71.83	
16023	Leesburgh and Brooksville.	Florida Southern Rwy.	40.46	6	3,009.41	3,009.41	74.78	
16024	Pemberton and Bartow.	South Florida R. R.	57.39	6	4,072.39	4,072.39	70.95	
16025	Enterprise Junction (n. o.) and Titusville.	Jacksonville, Tampa and Key West Rwy.	46.69	12.68	3,098.10	3,098.10	76.09	
16026	Bartow and Punta Gorda.	Florida Southern Rwy.	76.40	6	4,963.58	4,963.58	63.83	
16027	St. Augustine and Palatka.	St. Augustine and Palatka Rwy.	24.90	12	1,064.47	1,064.47	42.75	
16028	Sanford and Tavares.	Sanford and Lake Euclid R. R.	29.95	6	1,331.57	1,331.57	44.46	
16029	Sanford and St. Petersburg.	Orange Belt Rwy.	153.26	7.25	9,565.85	9,565.85	62.43	
16030	Jacksonville and Pablo Beach.	Jacksonville and Atlantic R. R.	17.38	6	742.99	742.99	42.75	
16031	Palatka and Daytona.	St. John' and Halifax River Rwy.	54.24	6	3,292.36	3,292.36	60.70	
16032	Lake City and Fort White.	Savannah, Florida and Western Rwy.	21.93	12	937.50	937.50	42.75	
16033	Ocala and Homosassa.	Silver Springs, Ocala and Gulf R. R.	48.98	6	2,093.89	2,093.89	42.75	
16034	Tavares and Clermont.	Tavares, Apopka and Gulf R. R.	28.34	6	1,234.28	1,234.28	42.75	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for P. O. cars.	Remarks.
FLORIDA—continued.										
10035	Thomasville, Ga., and Monticello, Fla.	Savannah, Florida and Western Rwy.	24.64	14	Dollars. 1,104.38	Dollars. 44.46	Dollars. 1,104.38	Dollars. 44.46		
10036	Jacksonville and Mayport.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	18.79	6	803.26	42.75	803.26	42.75		
10037	Kissimmee and Narcoossee.	St. Cloud and Seminole Rwy.	18.54	12	707.94	42.75	707.94	42.75		
10038	Tampa and Fort Tampa (n. o.).	North Florida R. R.	6.83	6						
10039	Green Cove Springs and Melrose.	Wesford Rwy. of Florida.	33.82	6						Pay not fixed. Do.
			2,068.23		153,642.66		153,642.66			
ALABAMA.										
17001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama	86.80	21	21,546.08	4,330.00	25,976.08	248.80	50.00	
17002	Montgomery and Selma.	do	51.20	20	5,734.40		5,734.40	112.00		
17003	Montgomery and Eufaula.	Montgomery and Eufaula Rwy.	90.57	17.04	9,161.61	2,014.25	11,175.86	113.71	25.00	
17004	Montgomery and Decatur.	South and North Alabama R. R.	183.86	14	24,396.38	4,596.50	28,992.88	132.69	25.00	All land grant.
17005	Memphis, Tenn., and Chattanooga, Tenn.	Memphis and Charleston R. R.	311.39	14.75	42,601.58		42,601.58	150.48		38 miles, Stevenson and Chattanooga, at \$38.47 per mile.
17006	Selma and Akron Junction.	Cincinnati, Selma, and Mobile Rwy.	67.69	7	4,108.78		4,108.78	60.70		
17007	Opelika, Ala., and Columbus, Ga.	Savannah and Western R. R.	29.58	14	2,453.08		2,453.08	82.93		
17008	Columbus, Ga., and Troy, Ala.	Mobile and Girard R. R.	68.65	13	4,978.83		4,978.83	58.13		
17009	Selma, Ala., and Meridian, Miss.	East Tennessee, Virginia, and Georgia Rwy.	110.76	7	7,575.98		7,575.98	68.40		
17010	Selma, Ala., and Cleveland, Tenn.	do	268.02	15.21	19,897.56		19,897.56	85.50		156 miles, Selma and Patona (n. o.), land grant, at \$68.40 per mile.
17011	Sheffield and Jasper.	Birmingham, Sheffield, and Tennessee River Rwy.	87.70	7	3,899.14		3,899.14	44.46		
17012	Mobile and Montgomery.	Louisville and Nashville R. R.	179.34	14	35,485.18	8,967.00	44,452.18	228.28	50.00	119.48 miles, Flomston and Montgomery, land grant, at \$182.52 per mile.
17013	Mobile, Ala., and New Orleans, La.	do	140.06	17.58	31,014.88	7,003.00	38,017.88	221.44	50.00	

17014	Opelika and Romeoke.	Savannah and Western R. R.	39.38	6	1,883.51	47.88	25.00	239.80 miles. War-
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama Great Southern R. R.	293.60	14.32	39,216.56	165.01		atches (n.o.) and Meridian land grant, at \$1.33 per mile.
17016	Opelika and Birmingham.	Savannah and Western R. R.	128.73	7	7,595.07	52.00		
17017	Selma and Pine Apple Station (n.o.).	Louisville and Nashville R. R.	42.40	6	2,815.43	60.70		
17018	Dodoma and Wheeling Station (n.o.).	Woodward Iron Co.	4.00	6.52	196.65	42.75		
17019	Chickaw (n.o.) and Tuskegee.	Tuskegee R. R.	6.00	14	256.50	42.75		
17020	vacant.							
17021	Atlanta and Oark.	Savannah and Western R. R.	59.51	7	2,595.23	42.61		Pay based on a service of not less than six round trips per week.
17022	Selma and Martin's Station.	Birmingham, Selma and New Orleans Rwy.	20.23	4	868.08	42.75		
17023		Tennessee Rwy.						
17024	Birmingham and Pratt Mines.	R. Co.	6.80	12	290.70	42.75		
17025	Elmore and Wetumpka.	South and North Alabama R. R.	6.91	14	295.40	42.75		
17026	Tusculum and Florence.	Memphis and Charleston R. R.	5.63	6	250.30	44.46		
17027	Florence and Marion.	Louisville and Nashville R. R.	30.15	3	1,288.91	42.75		Pay based on a service of not less than six round trips per week.
17028	Montgomery and Luverne.	Northwest and Florida R. R.	51.00	6	2,298.13	44.46		
17029	vacant.	Annikston and Atlantic R. R.	53.95	12	2,804.79	42.75		
17030	Anniston and Sylacauga.	Talladega and Coosa Valley R. R.	22.60	12	1,058.08	44.17		
17031	Shelby and Junction Station (n.o.).	Shelby Iron Co.	6.67	12	285.14	42.75		
17032	Elora, Tenn., and Huntsville, Ala.	Nashville, Chattanooga and St. Louis Rwy.	27.62	6	1,180.75	42.75		
17033	Rome, Ga., and Attalla, Ala.	East Tennessee, Virginia and Georgia Rwy.	63.70	6	2,723.17	42.75		
17034	Mobile and Selma.	Mobile and Birmingham Rwy.	163.22	7	7,575.76	49.50		12.83 miles. Merion Junction and Selma, at \$12.83 per mile.
17035	Anniston and Attalla.	Anniston and Cincinnati R. R.	35.99	20	1,846.28	51.30		
17036	Birmingham and Oneonta.	Birmingham Mineral R. R.	36.63	6	1,568.07	42.75		
17037	Birmingham and Biecton.	do	51.68	14	2,209.32	42.75		
MISSISSIPPI.			2,842.49		34,300.75	327,756.38		
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.	550.11	15.39	95,009.45	172.71	30.00	95.31 miles. Jackson to Meridian land grant, at \$104.64 per mile.
18002	Memphis, Tenn., and Grenada, Miss.	do	100.37	7	9,868.37	98.32		All land grant. Pay not fixed on 166.06 miles.
18003	Vicksburg and Meridian.	Alabama and Vicksburg R. R.	140.70	7	15,913.32	130.81		
18004	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio R. R.	495.57	7	40,676.38	52.08		
18005	Greenville, Miss., and Birmingham, Ala.	Richmond and Danville R. R.	292.69	7	8,538.37	68.40		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars.	Remarks.
MISSISSIPPI—continued.										
18006	Glendale and Eagle's Nest.....	Louisville, New Orleans and Texas Rwy.	19.63	7	838.75	.....	838.75	42.75	.....
18007	Muldon and Aberdeen.....	Mobile and Ohio R. R.....	9.46	14	452.94	.....	452.94	47.88	.....
18008	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R.....	62.68	7	2,679.56	.....	2,679.56	42.75	.....
18009	Durant and Aberdeen.....	Illinois Central R. R.....	108.63	7	6,779.59	.....	6,779.59	62.41	.....
18010	Natchez and Jackson.....	Natchez, Jackson and Columbus R. R.	99.54	8.01	9,872.37	.....	9,772.37	59.18	.....
18011	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
18012	Greenwood and Peete.....	Illinois Central R. R.....	18.12	6	774.63	.....	774.63	42.75	.....
18013	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
18014	Artesia and Columbus.....	Mobile and Ohio R. R.....	14.06	21	853.44	.....	853.44	60.70	.....
18015	Artesia and Starkville.....	do	11.52	20.77	502.27	.....	502.27	43.60	.....
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northeastern R. R.	196.80	14	21,649.92	4,907.50	26,557.42	110.29	25.00	
18017	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
18018	Jackson and Greenwood.....	Illinois Central R. R.....	100.46	6	6,613.28	.....	6,613.28	65.88	.....
18019	Memphis, Tenn., and New Orleans, La.	Louisville, New Orleans and Texas Rwy.	455.60	14	51,027.20	.....	51,027.20	112.00	.....
18020	Leland, Miss., and Arkansas City, Ark.	do	24.44	12.81	1,890.65	.....	1,890.65	76.95	.....
18021	Memphis, Tenn., and Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R.	251.60	6.16	16,132.59	.....	16,132.59	64.12	.....
18022	Wilkinson Junction (n. o.) and Rolling Fork.	Louisville, New Orleans and Texas Rwy.	44.41	7.37	1,436.06	.....	1,436.06	44.46	.....	Pay not fixed on 12.11 miles.
18023	Durant and Tchula.....	Illinois Central R. R.....	26.57	6	1,135.86	.....	1,135.86	42.75	.....
18024	Amory and Aberdeen.....	Kansas City, Memphis and Birmingham R. R.	13.98	12	597.64	.....	597.64	42.75	.....
18025	Lamont and Coahoma.....	Louisville, New Orleans and Texas Rwy.	75.70	6	1,161.53	1,161.55	45.32	Pay not fixed on 50.07 miles.
					204,394.23	21,410.80	315,805.03			
					8,112.33					

TENNIS

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C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	KENTUCKY.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
20001	Elkton and Guthrie.	Louisville and Nashville R. R.	12.07	12	515.50	.....	515.50	42.75	.....
20002	Cincinnati, Ohio, and Lexington, Ky.	Kentucky Central Rwy.	100.81	18	13,807.66	.....	13,807.66	137.65	.....
20003	La Grange and Lexington.	Louisville and Nashville R. R.	67.53	19	7,621.42	.....	7,621.42	112.86	.....
20004	Cincinnati, Ohio, and Louisville, Ky.	do	110.10	24.48	30,723.18	6,540.00	46,263.18	360.81	60.00	R. P. O. 109 miles Cincinnati and Louisville Junction (R. O.)
20005	Louisville, Ky., and Nashville, Tenn.	do	186.14	24.05	50,361.90	11,168.40	70,530.30	388.91	60.00	
20006	Barletown Junction and Springfield.	do	36.74	12	1,947.58	.....	1,947.58	53.01	.....
20007	Lobaxson Junction, Ky., and Jellison, Tenn.	do	171.44	15.81	22,866.06	.....	22,866.06	133.38	.....
20008	Bowling Green, Ky., and Memphis, Tenn.	do	262.70	16.11	57,460.77	7,881.00	65,380.77	218.88	30.00	
20009	Louisville, Ky., and Memphis, Tenn.	Newport News and Mississippi Valley Co.	392.00	14.15	47,255.60	.....	47,255.60	120.55	.....
20010	Elizabethtown and Cecilian.	do	6.22	12	265.90	.....	265.90	42.75	.....
20011	Glasgow Junction and Glasgow.	Louisville and Nashville R. R.	11.03	10	612.83	.....	612.83	55.57	.....
20012	Anchorage and Shelbyville.	do	19.44	18	1,194.71	.....	1,194.71	61.56	.....
20013	Webbville and Greensburg.	Eastern Kentucky Rwy.	27.60	10.19	1,607.39	.....	1,607.39	42.75	.....
20014	Owensborough and Adairville.	Owensboro and Nashville R. R.	86.65	9.32	5,784.80	.....	5,784.80	67.54	.....
20015	Mayaville and Paris.	Kentucky Central Rwy.	50.47	12	3,883.66	.....	3,883.66	76.95	.....
20016	Lexington and Ashland.	Elizabethtown, Lexington and Big Sandy R. R.	124.32	18.36	15,837.12	.....	15,837.12	127.39	.....
20017	Louisville and Nashville Junction (R. O.).	Louisville and Nashville R. R.	4.50	14	1,550.52	270.00	1,820.52	344.56	60.00	
20018	Richmond and Livingston.	Kentucky Central Rwy.	36.94	6	2,084.52	.....	2,084.52	56.43	.....
20019	Johnson Junction and Hillsborough.	Cincinnati and Southeastern Rwy.	16.91	10.23	722.90	.....	722.90	42.75	.....
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	383.70	25.05	80,214.32	27,096.00	107,310.32	236.83	80.00	
20021	Harrodsburgh and Harrodsburgh Junction (R. O.).	Southwestern R. R.	5.82	18	303.51	.....	303.51	52.15	.....
20022	Mount Sterling and Rothwell.	Kentucky and South Atlantic R. R.	10.44	6	831.05	.....	831.05	42.75	.....

20023	Louisville and Prospect.....	11.03	471.13	471.53	42.75	
20024	London and Greensburgh.....	32.57	1,765.81	1,765.81	54.72	
20025	Huntington, W. Va., and Chincoteague.....	160.58	21,733.26	21,733.26	135.05	
20026	Shelbyville and Bloomfield.....	27.72	1,208.60	1,208.60	43.60	
20027	Ashland and Richmond.....	50.24	2,701.82	2,701.82	55.87	
20028	Kingville and Yocumite.....	11.76	502.74	502.74	42.75	
20029	Georgetown and Versailles.....	19.80	825.07	825.07	42.75	
20030	Richmond Junction (n. o.) and Kentucky Central Rwy.....	34.91	1,522.07	1,522.07	42.75	
20031	Madisonville and Providence.....	16.67	712.64	712.64	42.75	
20032	Perry and Richmond.....	39.73	8,976.19	8,976.19	100.03	
20033	Dodge and Bowman.....	23.69	1,012.74	1,012.74	42.75	
20034	Evansville, Ind., and Princeton, Ky.....	100.67	7,488.64	7,488.64	74.88	
20035	Morganfield and Uniontown.....	6.41	274.03	274.03	42.75	
20036	Glasgow Junction and Mammoth Cave.....	8.51	363.80	363.80	42.75	
20037	Carbott and Middleborough.....	44.04	1,531.89	1,531.89	48.74	Pay not fixed on 12.61 miles.
20038	Elizabethtown and Hodgenville.....	11.70	500.17	500.17	42.75	
20039	Louisville and Lexington.....	87.49	6,897.59	6,897.59	77.81	
20040	Louisville and Henderson.....	142.51	9,043.63	9,043.63	71.82	
20041	Frankfort and Paris.....	41.35	1,050.36	1,050.36	42.75	Pay not fixed on 16.78 miles.
20042	Owensboro and Fordsville.....	26.78	1,144.84	1,144.84	42.75	
20043	Lawrenceburgh and Harrodsburgh.....	22.30	1,677.85	1,677.85	75.24	
OHIO.		3,016.05	431,902.56	52,965.40	484,877.96	
21001	Bellaire and Columbus.....	136.92	29,617.16	5,153.60	216.31	50.00
21002	Pittsburgh, Pa. and Chicago, Ill.....	468.20	193,750.52	23,410.00	413.52	50.00
21003	Pittsburgh, Pa., and Bellaire, Ohio.....	91.79	17,100.11	17,100.11	180.40	
21004	Hudson and Columbus.....	144.66	14,470.34	14,470.34	190.03	
21005	Cleveland, Ohio, and Pymatuning, Pa.....	88.48	15,508.77	15,508.77	175.28	
21006	Cleveland and Wellsville.....	101.35	23,829.41	23,829.41	225.12	
21007	Elyria and Millbury.....	75.01	20,522.73	24,273.23	273.60	50.00
21008	Bayard and New Philadelphia.....	32.83	2,156.08	2,156.08	68.69	
21009	Cleveland and Sherodsville.....	116.52	7,370.57	7,370.57	68.69	
R. P. O. Bellaire and Newark, 103.07 miles.						

C. — Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance Miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
OHIO—continued.										
21010	Sandusky and Newark.....	Baltimore and Ohio R. R.....	116.36	19.30	Dollars. 24,579.16	Dollars. 4,402.00	Dollars. 28,981.16	Dollars. 210.83	Dollars. 50.00	R. P. O. cars, Newark and Chicago, 88.04 miles.
21011	Xenia and Dayton.....	Pittsburgh, Cincinnati and St. Louis Rwy.	16.78	26	2,188.45	.....	2,188.45	130.81	.....
21012	Springfield and Sandusky.....	Cincinnati, Sandusky and Cleveland R. R.	130.20	16.11	12,022.06	.....	12,022.06	92.34	.....
21013	Columbus and Delaware.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	24.48	20.50	4,353.52	.....	4,353.52	177.84	.....
21014	Columbus and Cincinnati.....	Pittsburgh, Cincinnati and St. Louis Rwy.	119.40	35	47,980.89	11,940.00	59,920.89	401.85	100.00	
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	188.87	41.58	161,862.57	47,092.50	208,955.07	859.28	250.00	
21016	Gallon, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	204.09	23.47	83,852.40	5,102.25	88,954.65	165.87	25.00	
21017	Blanchester and Hillsborough.....	Cincinnati, Washington and Baltimore R. R.	21.92	12	1,461.84	.....	1,461.84	66.69	.....
21018	Portsmouth and Hamden Junction	do	56.85	12	3,276.18	.....	3,276.18	58.14	.....
21019	Toledo, Ohio, and Quincy, Ill.....	Wabash R. R.....	474.25	19.39	124,078.02	35,889.75	159,967.77	261.63	90.00	R. P. O. cars, Toledo to La Fayette, 205.10 miles, at \$60 per mile; La Fayette to Decatur, 119.80 miles, at \$115 per mile; Decatur to Quincy, 151.35 miles, at \$25 per mile.
21020	Sandusky, Ohio, and Peoria, Ill.	Lake Erie and Western Rwy.	418.71	13.23	30,071.74	.....	30,071.74	71.82	.....
21021	Carey and Findlay.....	Cincinnati, Sandusky and Cleveland R. R.	15.50	13	862.62	.....	862.62	42.75	.....
21022	Dayton and Union City.....	Dayton and Union R. R.....	47.37	16.33	2,389.34	.....	2,389.34	50.44	.....
21023	Dayton and Toledo.....	Dayton and Michigan R. R.....	144.18	21.55	27,120.25	7,206.00	34,326.25	188.10	50.00	
21024	Hamilton, Ohio, and Indianapolis, Ind.	Cincinnati, Hamilton and Indianapolis R. R.	100.18	16.50	12,496.22	.....	12,496.22	124.53	.....
21025	Cincinnati, Ohio, and Richmond, Ind.	Chicago, St. Louis, and Pittsburgh R. R.	74.63	19	9,854.14	.....	9,854.14	133.38	.....
21026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton R. R.	59.38	37.28	12,611.40	2,969.00	15,610.40	212.89	50.00	

C.—Railroad services as in operation on the 30th of June, 1890.—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance, Miles.	Average No. of trips over whole route.	Annual pay for transportation.	Annual pay for R. P. O. care.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. care.	Remarks.
	OHIO—continued.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
21053	Columbus and Toledo.....	Columbus, Hooking Valley and Toledo Rwy.	123.70	19	10,576.35	86.50	10,576.35	86.50	.....
21054	Dayton and Ironton.....	Dayton, Fort Wayne and Chicago Rwy.	169.65	12	7,832.74	46.17	7,832.74	46.17	.....
21055	Toledo and Thurston.....	Toledo and Ohio Central Rwy.	146.13	6.75	11,905.20	90.37	11,905.20	90.37	.....
21056	St. Clairsville and Steele.....	Baltimore and Ohio R. R.	7.50	21	846.27	46.17	846.27	46.17	.....
21057	Springfield, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	139.51	19.50	13,359.47	95.76	13,359.47	95.76	.....
21058	Wellston and Springfield.....	Ohio Southern R. R.	118.48	9.11	6,178.73	52.15	6,178.73	52.15	.....
21059	College Hill Junction and Mount Healthy.....	Cincinnati Northwestern Rwy.	7.07	12	302.24	42.79	302.24	42.79	.....
21060	Columbus and Georgetown.....	Cincinnati, Georgetown and Portsmouth R. R.	42.17	12	3,172.87	73.24	3,172.87	73.24	.....
21061	Toledo and Delphos.....	Toledo, St. Louis and Kansas City R. R.	74.11	8.87	4,751.93	64.12	4,751.93	64.12	.....
21062	Andover and Youngstown.....	Lake Shore and Michigan Southern Rwy.	39.20	12	2,212.05	56.43	2,212.05	56.43	.....
21063	Bellaire and Zanesville.....	Bellaire, Zanesville and Cincinnati Rwy.	112.46	8.24	6,538.42	58.14	6,538.42	58.14	.....
21064	Stewart's Junction (n. o.) and Sharpsburgh.....	Toledo and Ohio Central Extension R. R.	8.90	6	380.47	42.75	380.47	42.75	.....
21065	Delphos, Ohio, and Kokomo, Ind.	Toledo, St. Louis and Kansas City R. R.	108.24	6	6,478.16	59.85	6,478.16	59.85	.....
21066	Hillsborough and Sardinia.....	Ohio and Northwestern R. R.	19.42	12	830.20	42.75	830.20	42.75	.....
21067	Bergholz and Phalanx Station.....	Lake Erie, Alliance and Southern Rwy.	60.80	8.60	2,650.88	43.60	2,650.88	43.60	.....
21068	Columbus and Corning.....	Toledo and Ohio Central Rwy.	65.12	10.70	5,587.76	85.50	5,587.76	85.50	.....
21069	Columbus and Zanesville.....	Columbus and Eastern R. R.	67.51	9.53	2,668.52	57.28	2,668.52	57.28	.....	25.10 miles, Sheppard to Thurman, at \$17.05 per mile; 4.76 miles, Thurman to Zanesville, at \$17.10 per mile.
21070	Tontogany and Bowling Green.....	Bowling Green and Toledo R. R.	6.42	21	285.43	44.46	285.43	44.46	.....
21071	Valley Junction (n. o.) and Harrison.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	7.75	12	656.96	84.64	656.96	84.64	.....
21072	Edison and Mount Gilead.....	do	2.38	18	109.88	46.17	109.88	46.17	.....
21073	Cleveland and Zoar Station.....	Valley Rwy.	75.97	15.50	5,845.98	76.95	5,845.98	76.95	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars.	Remarks.
OHIO—continued.										
21102	Kulback and Trinway.....	Cleveland, Akron and Columbus Rwy.	84.14	6	1,489.84	1,489.84	43.61	Pay not fixed.
21103	Darlington (n. o.) and Dillon.....	Columbus and Eastern R. R.	9.32	6	396.43	.....	396.43	43.75	.....
21104	Cincinnati and Cheviot.....	Cincinnati and Westwood R. R.	7.50	13	370.63	.....	370.63	43.75	.....
21105	Findlay and Ottawa.....	American Midland R. R.	21.30	6	910.57	.....	910.57	43.75	.....
21106	Snow Fork Junction (n. o.) and Basilears.	Columbus, Hocking Valley and Toledo Rwy.	6.40	6	.....	.....	.....	.....	.....
			10,001.76	.....	2,435,031.26	.....	2,904,935.46	.....	.....
INDIANA.										
22001	Indianapolis and Vincennes.....	Pennsylvania Company.....	117.26	12	8,721.79	8,721.79	74.26	Pay not fixed.
22002	Indianapolis and Terre Haute.....	Terre Haute and Indianapolis R. R.	74.39	55	61,759.32	.....	80,553.62	830.21	250.00
22003	Indianapolis, Ind., and Cincinnati, Ohio.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	111.40	28.06	41,146.70	.....	53,957.70	369.26	115.00
22004	Indianapolis and Michigan City.....	Lake Erie and Western R. R.	161.77	17.87	16,458.47	.....	16,458.47	101.74	.....
22005	Indianapolis and La Fayette.....	Cleveland, Cincinnati, Chicago, and St. Louis Rwy.	94.91	22	26,139.25	.....	33,603.90	402.70	115.00
22006	Columbus and Madison.....	Pennsylvania Company.....	45.58	12	3,741.20	.....	3,741.20	82.08	.....
22007	Louisville, Ky., and Indianapolis, Ind.....	do.....	111.26	23	17,978.40	.....	17,978.40	161.59	.....
22008	Louisville, Junction (n. o.) Ky., and Chicago, Ill.....	Louisville, New Albany and Chicago Rwy.	322.40	13	51,822.57	.....	59,832.57	160.74	25.00
22009	Richmond, Ind., and Chicago, Ill.....	Chicago, St. Louis and Pittsburgh R. R.	224.43	14.08	29,619.30	.....	29,619.30	130.81	.....
22010	Cincinnati, Ohio, and East St. Louis, Ill.....	Ohio and Mississippi Rwy.....	333.14	23.94	108,283.46	.....	143,097.46	533.19	100.00
22011	Cambridge City and Columbus.....	Pennsylvania Company.....	63.73	12	4,359.13	.....	4,359.13	68.40	.....
22012	Evansville and Terre Haute.....	Evansville and Terre Haute R. R.	109.71	18	15,788.74	.....	15,788.74	143.64	.....
22013	Terre Haute and South Bend.....	Terre Haute and Indianapolis R. R.	183.56	12	12,532.72	.....	12,532.72	67.54	.....
22014	State Line (n. o.) and Logansport.....	Chicago, St. Louis and Pittsburgh R. R.	61.27	12	5,552.90	.....	5,552.90	90.63	.....
22015	North Vernon and Rushville.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	46.37	6	1,982.31	.....	1,982.31	43.75	.....
22016	Fairland and Martinsville.....	do.....	37.85	6	1,618.08	.....	1,618.08	43.75	.....

21074	Logan and Pomeroy	Columbus, Hocking Valley and Toledo Rwy. Cincinnati, Jackson and Mack, Ohio R. R.	83.76	12	7,519.13	7,519.13	89.77
21075	Addison, Mich., and Franklin, Ohio	Pittsburgh and Western Rwy.	190.39	6.12	11,708.71	11,708.71	81.56
21076	Akron, Ohio, and New Castle Junction, (n. o.) Pa.	Columbus, Hocking Valley and Toledo Rwy. Cincinnati, Lebanon and Northern Rwy.	79.23	6.71	4,402.90	4,402.90	55.57
21077	Nelsonville and New Straitsville	Chagrin Falls and Southern R. R.	13.80	9	846.45	846.45	42.75
21078	Cincinnati and Dodds	Wheeling and Lake Erie Rwy. Cleveland and Western R. R.	37.60	10.73	1,960.84	1,960.84	52.15
21079	Solon and Chagrin Falls	Lake Erie and Western Rwy. Pittsburgh, Cincinnati and St. Louis Rwy.	5.57	24	238.11	238.11	42.75
21080	Toledo and Bowerstown	Columbus, Hocking Valley and Toledo Rwy.	173.63	6.06	14,114.57	14,114.57	80.37
21081	Delphos and Carey	Columbus and Eastern R. R.	56.68	6	3,616.92	3,616.92	46.17
21082	St. Mary's and Munster	Pennsylvania Company	10.23	9	437.33	437.33	42.75
21083	Means and Cadiz	Wheeling and Lake Erie Rwy.	8.12	21	673.30	673.30	92.93
21084	Logan and New Straitsville	Kanawha and Ohio Rwy. New York, Chicago and St. Louis R. R.	12.74	9	609.99	609.99	47.88
21085	Fultonham and Redfield	Chicago and Atlantic Rwy.	7.11	9	393.95	393.95	42.75
21086	Alliance and Niles	Toledo, Columbus and Cincinnati Rwy.	27.93	9.50	1,194.00	1,194.00	42.75
21087	Huron and Norwalk	Cleveland and Canton R. R.	14.13	12	804.05	804.05	42.75
21088	Corning and Gallipolia	Pittsburgh, Marion and Chicago Rwy.	74.69	6	4,067.03	4,067.03	54.72
21089	Cleveland, Ohio, and Chicago, Ill.	Columbus and Cincinnati Midland R. R.	338.33	6	25,819.61	25,819.61	76.09
21090	Marion, Ohio, and Chicago Junction (n. o.) Ind.	Lake Shore and Michigan Southern Rwy.	25.70	14.80	19,075.76	19,075.76	76.09
21091	Toledo and Kenton	Toledo and Ohio Central Extension R. R.	72.49	12	2,145.09	2,145.09	48.73
21092	Canton and Coalbrook	St. Clairsville Company, operating St. Clairsville and Northern Rwy.	56.05	15	4,025.51	4,025.51	71.82
21093	New Gallies, Pa., and New Lisbon, Ohio	Ashabula Street R. R.	25.94	7.22	1,153.29	1,153.29	44.46
21094	Columbus and Midland City	Cincinnati, Hocking Valley and Huntington Rwy.	71.80	21	6,156.75	6,156.75	86.35
21095	{ Buffalo, N. Y., and Cleveland, Ohio, Cleveland and Elyria	Zanesville and Ohio River Rwy.	183.26	37.89	725,682.63	185,277.90	1,343.21
		Lake-side and Marblehead R. R.	26.06				
			79.77				
21096	{ Elyria and Millbury		8.07	6	1,533.87	1,533.87	51.30
		Millbury and Toledo	142.90				
		Toledo, Ohio, and Elkhart, Ind.	101.20				
21097	Marietta and Stewart		28.90	14	186.39	186.39	42.75
21098	St. Clairsville and Harton		4.36	18	171.42	171.42	42.75
21099	Ashabula and Harbort		4.61	12	469.82	469.82	42.75
21100	Adelphi and Kingston		10.99	14.62	4,476.18	4,476.18	56.85
21101	Zanesville and Marietta		74.79	12	342.00	342.00	42.75
21102	Danbury and Marblehead		8.00				

Pay not fixed on 28.47 miles.

Pay not fired on 28.47
miles.

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips. per week over whole route.	Annual pay for transportation. Dollars.	Annual R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
INDIANA—continued.										
22045	Lawrenceburgh Junction (n. o.) and Lawrenceburgh.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	2.50	18.50	138.92	.....	138.92	56.57	.....
22046	Frankfort, Ind., and East St. Louis R. R. Station (n. o.), Ill.	Toledo, St. Louis and Kansas City R. R.	244.55	6	10,454.51	.....	10,454.51	42.76	.....
22047	Aftica and Covington	Wabash R. R.	15.78	12	674.59	.....	674.59	42.75	.....
22048	Louisville, Ky., and Oakland City, Ind.	Louisville, Evansville and St. Louis Consolidated R. R.	99.29	18.52	10,866.29	.....	10,866.29	109.44	.....
22049	Greensburgh and Columbus	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	26.89	8.78	1,149.54	.....	1,149.54	42.75	.....
22050	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
22051	Orleans and French Lick	Orleans, West Baden and French Lick Springs Rwy.	18.76	12	801.99	.....	801.99	42.75	.....
22052	Kerchoval and Cannellton	Louisville, Evansville and St. Louis Consolidated R. R.	22.50	12	961.87	.....	961.87	42.75	.....
22053	Brazil and Saline City	Evansville and Indianapolis R. R.	12.31	12	526.25	.....	526.25	42.76	.....
22054	Butler and Loganport	Wabash R. R.	94.01	12.75	8,198.61	.....	8,198.61	87.21	.....
22055	Cambridge City and Hagerstown	White Water R. R.	7.53	6	321.91	.....	321.91	42.75	.....
22056	J. Greenville and Watson	Ohio and Mississippi Rwy.	7.20	18.50	320.62	.....	320.62	42.75	.....
22057	Goodland, Ind., and Monmouth, Ill.	Chicago and Indiana Coal Rwy.	24.64	7	1,864.73	.....	1,864.73	56.43	.....
22058	Goshen, Ind., and Sturgis, Mich.	Sturgis, Goshen and St. Louis Rwy.	23.21	7.95	1,246.72	.....	1,246.72	42.76	.....
22059	Logansport and Clymers (n. o.)	Wabash R. R.	6.80	18.50	75.54	.....	75.54	11.11	.....
22060	Evansville and Newburgh	Evansville, Suburban and Newburgh Rwy.	10.11	12	432.20	.....	432.20	42.76	.....
ILLINOIS.										
22061	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.00	32.90	18,006.50	.....	21,496.50	212.90	40.00	
22062	Chicago and Freeport	.....	121.30	24.60	20,742.30	.....	25,564.30	171.00	40.00	
					769,840.80	131,400.50	921,241.30	.....	.....

22003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.....	do	430.90	20.23	111,036.93	88,806.00	144,842.88	{ 203.83 254.70 }	{ 90.00 50.00 75.00 }	{ \$70.50 miles land grant, Cedar Rapids to U. P. Transfer (n. o.) R. P. O., \$80 for 219.40 miles; \$50 for 246.40 miles; and \$75 for 21.40 miles.
22004	Elgin, Ill., and Lake Geneva, Wis.	do	43.79	16.37	1,984.56		1,984.56	45.32		
22005	Rock Island and East St. Louis.....	Chicago R. R., Burlington and Quincy R. R., White River R. R., Chicago and Ohio River R. R.	247.71	13.52	82,405.43		32,405.43	130.83		
22006	Sidell and Olney.....	do	86.31	6	3,680.75		3,680.75	42.75		
22007	Chicago, Ill., and Burlington, Iowa.....	Chicago R. R.	{ 206.00 }	50.38	208,837.92	59,635.00	268,173.92	1,012.83	{ 300.00 250.00 }	{ R. P. O., \$300 per mile for 162.70 miles; \$250 per mile for 43.50 miles.
22008	Eastville and Yates City.....	do	63.27	8.98	5,193.20		5,193.20	89.08		
22009	Peoria and Rio.....	do	64.10	18.19	7,742.95		7,742.95	117.14		
22010	Galesburg and Quincy.....	do	100.61	26	26,045.03	7,545.72	33,610.75	232.77	75.00	
22011	Burlington and Quincy.....	do	72.43	6	5,077.36		5,077.36	70.11		
22012	Streator and Aurora.....	do	65.97	12	6,307.93		6,307.93	103.40		
22013	Monticello and Fulton.....	do	64.83	14.09	8,824.38		8,824.38	59.00		
22014	Sterling and Shabona.....	do	47.97	7.31	2,091.97		2,091.97	43.61		
22015	Chicago, Ill., and Davenport, Iowa.....	Chicago, Rock Island and Pacific Rwy.	182.63	21.53	45,127.87	11,870.95	55,998.82	247.10	65.00	
22016	Bureau and Peoria.....	do	47.13	12	5,883.23		5,883.23	124.83		
22017	Chicago and East St. Louis.....	Chicago and Alton R. R.	281.10	19.23	77,339.64	28,110.00	105,496.64	275.31	100.00	
22018	Bloomington and Rockhouse.....	do	111.28	15.30	11,036.75		11,036.75	99.18		
22019	Washington and Dwight.....	do	70.12	7.61	3,477.25		3,477.25	48.59		
22020	Chicago and Cairo.....	Illinois Central R. R.	365.53	19.40	67,005.30	19,030.05	86,035.35	183.31	{ 165.00 50.00 }	{ Alton grant, R. P. O., \$165 per mile for 54.37 miles; and \$50 per mile for 196.23 miles.
22021	Dubuque, Iowa, and Centralia, Ill.	do	343.27	14.32	45,078.21	9,776.90	54,855.11	131.32	{ 65.00 25.00 }	{ Alton grant, R. P. O., \$65 per mile for 60.58 miles; and \$25 per mile for 210.22 miles.
22022	Joliet, Ill., and Lake Station, Ind.	Michigan Central R. R.	45.15	0	1,930.16		1,930.16	42.75		
22023	Decatur and East St. Louis.....	Walash R. R.	113.66	20	28,376.35	38,805.75	67,182.10	249.66	90.00	
22024	Peoria, Ill., and Evansville, Ind.	Peoria, Decatur and Evansville Rwy.	250.56	12	19,280.59	10,229.40	29,510.00	78.95		
22025	Hannibal Mo., and Bluffs, Ill.	Walash R. R.	50.36	18	5,163.93		5,163.93	102.60		
22026	Fitzgerald, Ill., and Switz City, Ind.	Indiana and Illinois Southern R. R.	90.97	6	3,888.96		3,888.96	42.75		
22027	State Line (n. o.) and Warsaw.....	Toledo, Peoria and Western Rwy.	223.20	12.75	25,475.58		25,475.58	111.15		
22028	Monks Junction and Mound City.....	Illinois Central R. R.	2.66	12	126.54		126.54	42.75		
22029	Champaign and Havana.....	do	101.64	6.91	5,993.76		5,993.76	59.00		
22030	East St. Louis and El Dorado.....	St. Louis, Alton and Terre Haute R. R.	121.63	14.18	15,706.23		15,706.23	129.11		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Average No. of trips per week over whole route.	Annual pay for transportation. <i>Dollars.</i>	Annual pay for R. P. O. cars. <i>Dollars.</i>	Total annual pay. <i>Dollars.</i>	Cost per mile for transportation. <i>Dollars.</i>	Cost per mile for R. P. O. cars. <i>Dollars.</i>	Remarks.
ILLINOIS—continued.										
23031	Belleville and O'Fallon	Louisville and Nashville R. R.	6.80	9	290.70	290.70	290.70	42.75	.....
23032	East St. Louis, Ill., and Nashville, Tenn. ....	.....do	818.78	15.13	56,150.46	7,969.50	58,119.96	157.32	23.00	
23033	Beardstown and Shawneetown ..	Ohio and Mississippi Rwy.	229.08	12	13,318.71	.....	13,318.71	53.14	.....
23034	Springfield and Gilman	Illinois Central R. R.	112.71	12	7,323.89	.....	7,323.89	64.36	.....
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago & Milwaukee and St. Paul Rwy.	83.39	48.25	75,710.19	17,078.00	92,788.19	893.64	200.00	
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.60	12	14,651.28	.....	14,651.28	179.55	.....
23037	Vincennes, Ind., and St. Francisville, Ill.	Cairo, Vincennes and Chicago Rwy.	10.88	12	567.50	.....	567.50	52.16	.....
23038	Peoria and Jacksonville	Chicago, Peoria and St. Louis Rwy.	84.26	12	5,835.84	.....	5,835.84	69.26	.....
23039	Carbondale and East Cape Girardeau.	Grand Tower and Carbondale R. R.	55.73	9.38	2,811.67	.....	2,811.57	50.45	.....
23040	Peoria and Rock Island	Rock Island and Peoria Rwy.	91.82	12	8,243.59	.....	8,243.59	89.78	.....
23041	Quincy, Ill., and Hannibal, Mo.	Chicago & Burlington and Quincy R. R.	19.18	10.07	1,344.70	.....	1,344.70	70.11	.....
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	124.68	22.27	17,695.83	.....	17,695.83	141.93	.....
23043	Stratton and Fairbury	Wabash R. R.	32.05	9.86	1,370.13	.....	1,370.13	42.75	.....
23044	Danville and Tuscola	Chicago and Eastern Illinois R. R.	50.49	8.79	2,287.70	.....	2,287.70	45.31	.....
23045	Marion and Harrison Station (n. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	9.47	2,233.39	.....	2,233.38	82.06	.....
23046	Jacksonville and Drivers	Jacksonville	130.91	11.20	7,611.10	.....	7,611.10	53.14	.....
23047	Chester and Tamaroa	Wabash, Chester and Western R. R.	42.90	11.76	2,861.00	.....	2,861.00	66.69	.....
23048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R.	177.60	6	10,021.96	.....	10,021.96	54.43	.....
23049	Springfield and Havana	Chicago, Peoria and St. Louis Rwy.	48.25	7.75	2,186.69	.....	2,186.69	45.32	.....
23050	Danville and Cairo	Cairo, Vincennes and Chicago Rwy.	281.05	12.21	17,855.82	.....	17,855.82	68.40	.....
23051	Ancona and Pekin	Chicago, Santa Fe and California Rwy.	57.50	6	2,802.55	.....	2,802.55	48.74	.....
23052	Courtland and Sycamore	Chicago and Northwestern Rwy.	4.94	9	211.18	.....	211.18	42.75	.....
23053	East St. Louis and Cairo	Mobile and Ohio R. R.	153.54	8.14	11,552.34	.....	11,552.34	75.24	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
ILLINOIS—continued.										
23031	Belleville and O'Fallon	Louisville and Nashville R. R.	6.80	9	290.70	290.70	290.70	42.75	25.00	
23032	East St. Louis, Ill., and Nashville, Tenn.	do	318.78	15.13	50,150.46	7,909.50	58,119.96	137.32		
23033	Bardonia and Shawneetown	Ohio and Mississippi Rwy.	229.08	12	13,318.71		13,318.71	58.14		
23034	Springfield and Gilman	Illinois Central R. R.	112.71	12	7,323.89		7,323.89	64.36		
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	83.39	43.25	75,710.19	17,078.00	92,788.19	886.64	200.00	
23036	Aurora and Forreston	Chicago and Iowa R. R.	81.60	12	14,651.28		14,651.28	179.55		
23037	Vincennes, Ind., and St. Francisville, Ill.	Chicago, Vincennes and Chicago Rwy.	10.88	12	567.50		567.50	52.16		
23038	Peoria and Jacksonville	Chicago, Peoria and St. Louis Rwy.	84.26	12	5,835.84		5,835.84	69.26		
23039	Carbondale and East Cape Girardeau	Grand Tower and Carbondale R. R.	55.73	9.33	2,811.57		2,811.57	50.45		
23040	Peoria and Rock Island	Rock Island and Peoria Rwy.	91.82	12	8,243.59		8,243.59	89.78		
23041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R.	19.18	10.07	1,314.70		1,314.70	70.11		
23042	Chicago and Danville	Chicago and Eastern Illinois R. R.	124.08	22.27	17,695.83		17,695.83	141.93		
23043	Streator and Fairbury	Wabash R. R.	23.05	9.86	1,370.13		1,370.13	42.75		
23044	Danville and Tuscola	Chicago and Eastern Illinois R. R.	50.49	8.79	2,267.70		2,267.70	45.31		
23045	Marion and Harrison Station (a. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	9.47	2,233.39		2,233.38	82.08		
23046	Jacksonville and Drivers	Jacksonville Southeastern Rwy.	130.91	11.20	7,611.10		7,611.10	58.14		
23047	Chester and Tamaroa	Wabash, Chester and Western R. R.	42.90	11.76	2,861.00		2,861.00	66.09		
23048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R.	177.60	6	10,021.96		10,021.96	54.43		
23049	Springfield and Havana	Chicago, Peoria and St. Louis Rwy.	48.25	7.75	2,186.69		2,186.69	45.32		
23050	Danville and Cairo	Cairo, Vincennes and Chicago Rwy.	261.05	12.21	17,855.82		17,855.82	68.40		
23051	Ancona and Pekin	Chicago, Santa Fe and California Rwy.	57.50	6	2,802.55		2,802.55	48.74		
23052	Courtland and Sycamore	Chicago and Northwestern Rwy.	4.94	9	211.18		211.18	42.75		
23053	East St. Louis and Cairo	Mobile and Ohio R. R.	153.64	8.14	11,552.34		11,552.34	75.24		

28107	Newbern and Alton	St. Louis, Alton and Springfield R.R.	18.55	28	787.79	58.14
28108	Joliet and Aurora	Joliet, Joliet and Eastern Rwy	22.83	6	1,894,306.79	219,079.55
			9,798.69		1,553,288.94	
MICHIGAN.						
224001	Toledo, Ohio, and Detroit, Mich.	Lake Shore and Michigan Southern Rwy.	64.97	23.26	10,942.89	168.43
224002	Monroe and Adrian	do	34.96	12	2,301.41	65.83
224003	Adrian and Jackson	do	47.26	13	444.80	94.05
224004	White Pigeon and Grand Rapids	do	96.35	13	12,831.18	133.98
224005	Jonesville and Lansing	do	60.95	7.41	8,933.12	54.09
224006	Detroit and Jackson	Michigan Central R.R.	76.06	66.83	26,822.85	233.97
224007	Kalamazoo and South Haven	do	40.69	12	9,507.50	125.00
224008	Jackson and Niles	do	104.25	9.70	2,237.80	55.87
224009	Jackson and Bay City	do	115.36	6.8	9,091.64	87.21
224010	Jackson and Grand Rapids	do	94.68	25	12,956.37	129.94
224011	Secum Junction (n. o.) and Grosse Ile	do	2.41	6	15,028.37	183.96
224012	Niles, Mich., and South Bend, Ind.	do	12.12	6	103.02	42.75
224013	Detroit and Mackinaw City	do	291.29	12.75	518.13	42.75
224014	Saginaw and Caro	do	83.85	14.23	38,126.87	148.63
224015	Monroe and Ludington	Flint and Peire Marquette R.R.	284.41	17.63	1,900.40	53.01
224016	Ionla and Big Rapids	Detroit, Lansing and Northern R.R.	68.08	13	81,064.01	141.07
224017	Detroit and Howard City	do	160.68	7.41	5,588.00	82.08
224018	Fort Wayne, Ind., and Mackinaw City, Mich.	Grand Rapids and Indiana R.R.	369.26	10.01	22,941.89	142.78
224019	Toledo, Ohio, and Allegan, Mich.	Chicinnati, Jackson and Mackinaw R.R.	156.92	7.47	41,129.06	108.75
224020	Toledo, Ohio, and Mount Pleasant, Mich.	Toledo, Ann Arbor and North Michigan Rwy.	170.99	7.61	9,615.35	136.94
224021	Grand Rapids, Mich., and La Crosse, Ind.	Chicago and West Michigan Rwy.	154.18	11.25	17,688.91	67.54
224022	Big Rapids and Holland	do	91.63	8.75	21,222.87	103.45
224023	Allegan and Holland	do	24.61	12	8,068.93	88.06
224024	Ypsilanti and Hillsdale	Lake Shore and Michigan Southern Rwy.	61.51	6	1,246.65	54.72
224025	Zion and East Saginaw	Port Huron and Northwestern Rwy.	79.10	13	8,312.92	53.86
224026	Grand Rapids and Baldwin	Chicago and West Michigan Rwy.	71.99	6	5,071.89	64.12
224027	Detroit and Grand Haven	Detroit, Grand Haven and Milwaukee Rwy.	188.44	6	5,834.22	77.80
					26,745.28	141.98

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cash.	Total annual pay.	Cost per mile for transportation.	Cost per R. P. O. car.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.		
										All land grant.
24028	MICHIGAN—continued.									
	Detroit and Fort Gratiot	Chicago, Detroit and Canada Grand Trunk Junction R. R.	68.97	18	9,176.32	.....	9,176.32	155.61	.....
24029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy.	100.40	12	7,210.72	.....	7,210.72	71.82	.....
24030	East Saginaw and Ithaca	Saginaw Valley and St. Louis R. R.	45.06	6.45	3,300.84	.....	3,300.84	71.82	.....
24031	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	180.08	13.28	22,540.61	4,502.00	37,042.61	125.17	25.00	
24032	Powers and Crystal Falls	do	57.75	14	4,295.44	.....	4,295.44	74.38	.....
24033	Lenox and Jackson	Michigan Air Line Rwy.	106.47	6.80	7,282.54	.....	7,282.54	68.40	.....
24034	Walton and Traverse City	Traverse City R. R.	26.22	6	1,927.95	.....	1,927.95	73.53	.....
24035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R.	69.80	13	11,610.34	2,985.00	14,575.34	105.79	50.00	
24036	Trenton and Corbus Junction (n. o.).	Lake Shore and Michigan Southern Rwy.	57.23	6	1,846.23	.....	1,846.23	49.59	.....
24037	St. Clair and Lenox	Michigan Central R. R.	16.06	6	1,043.57	.....	1,043.57	64.98	.....
24038	Iron River Junction (n. o.) and Watersmeet.	Chicago and Northwestern Rwy.	51.79	7	2,342.27	.....	2,342.27	42.75	.....
24039	Fort Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy.	337.56	13	42,137.61	.....	42,137.61	124.83	.....
24040	Marquette and Houghton	Duluth, South Shore and Atlantic Rwy.	94.73	7.75	6,543.95	.....	6,543.95	69.08	.....
24041	Alma and Howard City	Detroit, Lansing and Northern R. R.	42.90	12	3,081.07	.....	3,081.07	71.82	.....	Do.
24042	Port Huron and Port Austin	Port Huron and Northwestern Rwy.	87.98	12	6,619.61	.....	6,619.64	75.24	.....
24043	Coleman and Mt. Pleasant	Flint and Pere Marquette R. R.	15.03	6	732.41	.....	732.41	48.73	.....
24044	Clare and Meredith	do	32.06	6	1,370.56	.....	1,370.56	42.75	.....
24045	Manistee Junction (n. o.) and Manistee.	Flint and Pere Marquette R. R.	27.12	12	2,318.76	.....	2,318.76	85.50	.....
24046	Meers and Hart	Chicago and West Michigan Rwy.	4.15	6	177.41	.....	177.41	42.75	.....
24047	Flint and Fostoria	Flint and Pere Marquette R. R.	24.45	6	1,045.23	.....	1,045.23	42.75	.....
24048	East Saginaw and Bay City	do	13.24	7	1,313.14	.....	1,313.14	99.18	.....
24049	Saginaw City Junction (n. o.) and Saginaw.	do	3.75	7	176.32	.....	176.32	47.02	.....
24050	Missaukee Junction (n. o.) and Jennings.	Grand Rapids and Indiana R. R.	8.04	6	343.71	.....	343.71	42.75	.....

No.	Line	Station	Length	Rate	Pay	Notes
24051	Point St. Ignace (n. o.) and Marquette.	Duluth, South Shore and Atlantic Rwy.	151.00	7	11,747.80	77.80
24052	Port Water and Muskegon.	Chicago and West Michigan Rwy.	44.96	6	3,844.12	74.38
24053	Humboldt and Repreble.	Duluth, South Shore and Atlantic Rwy.	8.61	6	368.07	42.75
24054	East Saginaw and Bad Axe.	Saginaw, Tuscola and Huron R.R.	68.22	12	3,091.50	45.31
24055	Grand Rapids and Muskegon.	Michigan Grand Rapids and Indiana R.R.	40.73	6	3,029.49	74.38
24056	Potosky and Harbor Springs.	Grand Rapids and Indiana R.R.	8.20	12	350.55	42.75
24057	Alger and Alpena.	Detroit, Bay City and Alpena R.R.	105.84	6	11,168.14	106.02
24058	Naranta Station (n. o.) and Metropolitan.	Penn. R.R. and Northwestern R.R.	34.90	6	1,491.97	42.75
24059	Ontonagon and Luther.	Grand Rapids and Indiana R.R.	11.87	6	507.44	42.75
24060	Port Huron and Almont.	Port Huron and Northwestern Rwy.	34.50	6	1,622.19	47.02
24061	Palm Station and Sand Beach.	Chicago, Detroit and Canada R.R.	18.93	6	809.25	42.75
24062	Milwaukee Junction (n. o.) and West Detroit.	Chicago, Detroit and Canada R.R.	4.64	3	198.96	42.75
24063	Lawton and South Haven.	Toledo and South Haven R.R.	33.03	6	863.55	42.75
24064	Pontiac and Caseville.	Pontiac, Oxford and Northern R.R.	100.91	6	5,780.12	57.28
24065	Mount Pleasant and Copemish.	Toledo, Ann Arbor and North Michigan Rwy.	104.30	12	9,096.00	87.21
24066	Cadillac and Lake City.	Wellington W. Cammer owner and manager of the Cadillac and Northeastern R.R.	13.65	12	583.53	42.75
24067	Houghton and Calumet.	Mineral Range R.R.	15.63	12.5	978.59	62.41
24068	Hancock and Red Jacket.	Hancock and Calumet R.R.	15.67	9.60	669.89	42.75
24069	Junction (n. o.) and Lake Linden.	do	3.35	18.5	148.94	44.40
24070	Lowell and Freeport.	Lowell and Hastings R.R.	12.85	12	549.33	42.75
24071	Beesemer and Mellen.	Northern Pacific R.R.	33.72	7	1,441.53	42.75
24072	Sault de Ste. Marie and Sault Junction (n. o.).	Duluth, South Shore and Atlantic Rwy.	47.80	12	3,269.52	68.40
24073	Pinconning and Gladwin.	Michigan Central R.R.	28.28	6	1,208.97	42.75
24074	Rodney and Chippewa Lake.	Detroit, Lansing and Northern R.R.	5.91	6	252.65	42.75
24075	Grosvener Junction (n. o.) and Fayette.	Lake Shore and Michigan Southern Rwy.	25.57	12	1,289.75	50.44
24076	Ashley and Muskegon.	Toledo, Saginaw and Muskegon Rwy.	94.24	6	4,689.77	48.73
24077	Kalamazoo and Woodbury.	Kalamazoo and Hastings Construction Company (limited), operating the Chicago, Kalamazoo and Saginaw Rwy.	44.60	11.44	1,906.65	42.75

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
MICHIGAN—continued.										
24078	Ludington and Skatoon	Mason and Oceana R. R.	Miles. 29.15	6.41	Dollars. 1,246.16	.....	Dollars. 4,566.86	.....	Dollars. 42.76	.....
24079	Grand Lodge and Grand Rapids	Detroit, Lansing and Northern R. R.	53.95	19	4,566.86	.....	4,566.86	84.65	.....	.....
24080	Jackson, Mich., and Chicago, Ill.	Michigan Central R. R.	210.16	34.56	64,506.51	17,863.60	82,370.11	306.94	85.00	.....
24081	Nestora Mich., and Iron River, Wis.	Duluth, South Shore and Atlantic Rwy.	167.34	6	7,153.78	.....	7,153.78	42.76	.....	.....
24082	Sturgis and Battle Creek	Michigan Central R. R.	41.90	12	2,328.80	.....	2,328.80	55.66	.....	.....
24083	Durand and East Saginaw	Toledo, Ann Arbor and North Michigan Rwy. Company, lessee of the Toledo, Saginaw and Mackinaw Rwy.	39.96	10.06	2,391.60	.....	2,391.60	59.56	.....	.....
24084	Manitowac and Nesson City	Manitowac and Northeastern R. R.	39.36	12	1,716.48	.....	1,716.48	43.61	.....	.....
24085	Buchanan and Berrien Springs	St. Joseph Valley Rwy.	11.88	13	507.87	.....	507.87	42.75	.....	.....
24086	Frankfort and Copemlah	The Frankfort and Southern R. R.	25.00	12	1,068.75	.....	1,068.75	42.75	.....	.....
24087	Yale and Port Huron	Flint and Pere Marquette R. R.	24.68	12	1,667.13	.....	1,667.13	67.56	.....	Pay not fixed.
24088	Sidnaw and Ontonagon	Ontonagon and Brule River R. R.	46.26	6	.....	.....	.....	.....	.....	.....
24089	Au Sable and Potts	Au Sable and Northwestern R. R.	38.27	6	600.00	.....	600.00	.....	.....	Pay not fixed.
24090	Holland Junction (n.o.) and Ottawa Beach	Chicago and West Michigan Rwy.	7.30	6	.....	.....	.....	.....	.....	.....
WISCONSIN.										
25001	Milwaukee, Wis., and North McGregor, Iowa	Chicago, Milwaukee and St. Paul Rwy.	195.39	15.82	637,967.13	38,625.80	676,612.43	164.16	25.00	R. P. O., Milwaukee to Prairie du Chien 196.00 miles.
25002	Milwaukee and La Crosse	do.	197.83	83.94	136,839.01	34,620.25	171,459.26	691.70	175.00	.....
25003	Milwaukee and Berlin	do.	96.63	12	10,576.19	.....	10,576.19	109.44	.....	.....
25004	Milton Junction and Shullsburg	do.	73.60	11.40	6,391.07	.....	6,391.07	84.65	.....	.....
25005	Watertown and Madison	do.	38.97	12	3,765.28	.....	3,765.28	96.62	.....	.....
25006	Horton and Portage	do.	82.24	7.27	4,064.79	.....	4,064.79	77.81	.....	.....
25007	Rush Lake and Winneconne	do.	14.84	6	634.41	.....	634.41	42.75	.....	.....
25008	Oshkosh and Ripon	do.	20.40	13	1,779.08	.....	1,779.08	87.21	.....	.....

25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	32.23	45,291.87	8,752.80	54,074.47	{ 197.51 153.00 }	80.00 46.00	{ 62.77 miles land grant, Fond du Lac to Fort Howard; R. P. O. \$30 per mile for 62.70 miles, Chicago to Harvard and \$40 per mile for 94.17 miles, Harvard to Janesville and Fond du Lac to Fort Howard. R. P. O. \$40 per mile for 37.86 miles, Caledonia to Evansville; \$30 per mile for 151.50 miles, Evansville to Winona Junction (n. o.). R. P. O., Harvard to Caledonia, 15 miles. R. P. O., Winona to Winona Junction (n. o.), 29.71 miles. All land grant. Pay not fixed on 8.99 mi. Milwaukee to Rugby Junction (n. o.), 32.40 miles at \$35.91 per mile; 157.25 miles land grant to Stephens Point to Ashland.
25010	Caledonia, Ill., and Winona Junction (n. o.).	do	189.55	15.53	37,438.02	13,646.00	51,684.02	197.51	{ 40.00 80.00 }	
25011	Kenosha, Wis., and Rockford, Ill.	do	73.71	11.16	7,436.80	600.00	8,036.80	100.89	40.00	
25012	Milwaukee and Fond du Lac	do	63.72	19	11,604.00	2,543.80	14,153.49	182.12	40.00	
25013	Vacant.	do								
25014	Winona, Minn., and La Crosse, Wis.	do	33.86	17.07	6,021.66	2,376.80	8,398.46	177.84	80.00	
25015	Stephens Point and Portage	Northern Pacific R. R.	74.13	6	4,583.44		4,583.44	61.56		
25016	Milwaukee and Champion	Milwaukee and Northern R. R.	264.26	11.77	22,661.20		22,661.20	86.35		
25017	Milwaukee and Ashland	Northern Pacific R. R.	345.85	16.19	32,873.46		32,873.46	{ 35.91 113.72 90.97 }		
25018	Milwaukee and Two Rivers	Milwaukee, Lake Shore and Western Rwy.	84.56	18.91	11,567.80		11,567.80	136.80		
25019	Sheboygan and Princeton	Chicago and Northwestern Rwy.	79.22	9.82	5,283.18		5,283.18	66.00		
25020	Warren, Ill., and Mineral Point, Wis.	Chicago, Milwaukee and St. Paul Rwy.	32.94	12	2,816.37		2,816.37	85.50		
25021	Calumet and Plattville	do	18.74	18	897.27		897.27	47.88		
25022	New Lisbon and Necedah	do	13.59	18	559.59		559.59	42.75		
25023	Madison and Portage	do	38.40	6	2,540.80		2,540.80	46.00		
25024	Racine, Wis., and Rock Island, Ill.	do	197.88	10.25	23,882.73	550.00	24,432.73	136.82	25.00	R. P. O., Lacart Junction (n. o.) to Evansville, 22 miles.
25025	Galena, Ill., and Woodman, Wis.	Chicago and Northwestern Rwy.	76.29	8.24	5,414.30		5,414.30	70.97		
25026	Eau Claire and Abbotford	Northern Pacific R. R.	66.98	19	6,982.23		6,982.23	105.17		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
WISCONSIN—continued.										
25027	Fort Howard, Wis., and Winona, Minn.	Green Bay, Winona and St. Paul R. R.	214.88	6	14,515.14	67.55	14,515.14	67.55	.....	.....
25028	Hudson and Bayfield	Chicago, St. Paul, Minneapolis and Omaha Rwy.	181.11	12.27	13,255.44	73.19	13,255.44	73.19	.....	All land grant.
25029	Lone Rock and Richland Centre	Chicago, Milwaukee and St. Paul Rwy.	10.83	12	907.62	55.58	907.62	55.58	.....	.....
25030	Elroy, Wis., and St. Paul, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	106.69	20.26	22,332.18	113.54	22,332.18	113.54	.....	Do.
25031	Tomah and Minocqua	Chicago, Milwaukee and St. Paul Rwy.	161.96	6	11,631.96	71.82	11,631.96	71.82	.....	.....
25032	Ashland Junction (n. o.) and Ashland	Chicago, St. Paul, Minneapolis and Omaha Rwy.	4.68	13	294.51	63.61	294.51	63.61	.....	Do.
25033	River Falls Junction (n. o.) and Ellsworth	do	25.76	9	1,211.49	47.03	1,211.49	47.03	.....	.....
25034	Sparta and Viroqua	Chicago, Milwaukee and St. Paul Rwy.	35.76	6	2,017.93	56.43	2,017.93	56.43	.....	.....
25035	Fond du Lac and Iron Ridge	do	28.72	12	1,227.78	42.75	1,227.78	42.75	.....	.....
25036	Janesville and Beloit	do	13.72	12	672.03	42.75	672.03	42.75	.....	.....
25037	Merrill and Nellsville	Chicago, St. Paul, Minneapolis and Omaha Rwy.	15.43	15.5	672.90	43.61	672.90	43.61	.....	.....
25038	Milwaukee and Montfort	Chicago and Northwestern Rwy.	145.95	11.06	14,101.68	96.62	14,101.68	96.62	.....	.....
25039	Mazo Manie and Prairie du Sac ..	Chicago, Milwaukee and St. Paul Rwy.	10.83	12	485.81	47.08	485.81	47.08	.....	.....
25040	Hilbert and Appleton	Milwaukee and Northern R. R.	21.94	9	937.93	42.75	937.93	42.75	.....	.....
25041	Elkhorn and Eagle	Chicago, Milwaukee and St. Paul Rwy.	17.56	6	766.69	42.75	766.69	42.75	.....	.....
25042	Lancaster Junction (n. o.) and Lancaster	Chicago and Northwestern Rwy.	12.28	12	1,031.49	88.07	1,031.49	88.07	.....	.....
25043	Ipswich and Platteville	do	4.38	12	187.24	42.75	187.24	42.75	.....	.....
25044	Brookhead and New Glarus	Chicago, Milwaukee and St. Paul Rwy.	22.90	12	973.97	42.75	973.97	42.75	.....	.....
25045	Monroe and Rhinelander	Milwaukee, Lake Shore and Western Rwy.	14.64	12	625.86	42.75	625.86	42.75	.....	.....
25046	Oshkosh and Hortonville	do	23.77	9	1,016.16	42.75	1,016.16	42.75	.....	.....
25047	Wabasha, Minn., and Eau Claire, Wis.	Chicago, Milwaukee and St. Paul Rwy.	49.27	9.13	2,538.57	71.82	2,538.57	71.82

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Pay not fixed.

C.—Railroad service as in operation on the 30th of June, 1890.—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual cost for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars.	Remarks.
WISCONSIN—continued.										
26075	Lapham Junction (n. o.) and McKenna.	Chicago, Milwaukee and St. Paul Rwy.	2.04 5,298.89	6	612,651.47	66,694.06	662,298.13			Pay not fixed.
MINNESOTA.										
26001	St. Paul, Minn., and Miesoula, Mont.	Northern Pacific R. R.	1,254.34	8.75	245,845.73	19,738.00	265,063.73	239.40 191.52	25.00	{ 1,147.83 miles land grant, St. Paul to Minneapolis, Watab to Little Falls, and Presto to Miesoula. R. P. O., St. Paul, Minn., to Forryth, Mont., 786.52 miles.
26002	Benson, Minn., and Watertown, S. Dak.	St. Paul, Minneapolis and Manitoba Rwy.	92.75	6	5,392.48		5,392.48	58.14		
26003	Moorehead, Minn., and Wahpeton, N. Dak.	do	45.02	7	4,772.02		4,772.02	104.02		
26004	St. Cloud and St. Vincent	do	814.85	9.73	41,132.00	5,628.25	46,760.25	132.64	25.00	All land grant. R. P. O., 223.13 miles, St. Cloud to Crookston. All land grant.
26005	Barnesville, Minn., and Fargo, N. Dak.	do	24.52	9.74	3,438.20		3,438.20	146.22		
26006	St. Paul and Breckenridge	do	214.58	16	29,080.56	261.00	29,321.56	135.43	25.00	All land grant. R. P. O., St. Paul to Minneapolis, 10.44 miles. All land grant.
26007	St. Paul and Duluth	St. Paul and Duluth R. R.	151.83	17.6	14,933.74		14,933.74	98.49		
26008	Minneapolis and Stillwater	do	27.92	15.7	1,063.67		1,063.67	41.90 33.52		{ 12.67 miles land grant, White Bear Lake to Stillwater.
26009	St. Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	212.21	13	24,619.43		24,619.43	110.80 138.51		{ 100.10 miles land grant, St. Paul to Austin.
26010	Hastings, Minn., and Bowdle, S. Dak.	do	369.74	9.45	43,923.62		43,923.62	106.70 133.88		{ 202.11 miles land grant, Hastings to Ottumville.
26011	Duluth and Presto	Northern Pacific R. R.	144.01	14.24	11,081.56		11,081.56	76.95		All land grant.

26012	Anatin, Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	41.83	13	2,527.40	2,527.40	51.98	{ 12.17 miles land grant, Anatin to Lyfa.
26013	Minneapolis, Minn., and La Crosse, Wis.	do	142.04	84	81,124.72	102,430.72	64.98	{ 150.00
26014	St. Peter, Minn., and Redfield, S. Dak.	Winona and St. Peter R. R.	255.37	8.5	29,154.79	29,154.79	104.70	{ 183.90 miles land grant, St. Peter to Watertown.
26015	Winona and St. Peter	do	139.81	16.04	19,123.00	19,123.00	133.88	{ All land grant.
26016	Sleepy Eye and Redwood Falls	do	26.67	12	1,140.14	1,140.14	42.75	
26017	Rockester and Zimmerman	do	21.44	12	916.56	916.56	42.75	
26018	Cherfield and Twinview	do	28.73	15.42	1,228.20	1,228.20	42.75	
26019	Monkato Junction (n. o.) and Menkato.	do	4.09	26	186.83	186.83	46.17	
26020	Worthington, Minn., and Salem, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	101.67	6.88	6,166.31	6,166.31	66.71	
26021	St. Paul, Minn., and Angus, Iowa.	Minneapolis and St. Louis Rwy.	275.30	10.1	34,836.46	34,836.46	124.54	
26022	West Wabasha (n. o.) and Zimmerman.	Chicago, Milwaukee and St. Paul Rwy.	66.29	11.18	3,038.59	3,038.59	50.45	
26023	La Crosse, Wis., and Flandreau, S. Dak.	do	811.29	8.9	82,384.05	32,384.05	103.28	{ 302.23 miles land grant, St. La Crosse to Airlie.
26024	Mankato and Wells.	do	38.30	6	1,768.31	1,768.31	46.17	{ 25.00
26025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	266.79	16.29	41,704.13	48,448.88	154.58	
26026	Carman and Foston.	St. Paul, Minneapolis and Manitoba Rwy.	44.99	3	1,923.32	1,923.32	42.75	
26027	Stillwater and Stillwater Junction (n. o.).	Chicago, St. Paul, Minneapolis and Omaha Rwy.	8.59	39.5	149.77	149.77	41.72	
26028	Heron Lake and Pipestone	do	55.45	6	2,370.48	2,370.48	42.75	
26029	Lake Crystal and Elmore	do	44.15	12	2,868.86	2,868.86	64.98	
26030	Laverne, Minn., and Doon, Iowa.	do	28.31	6	1,210.25	1,210.25	42.75	
26031	Tracy, Minn., and Pierre, S. Dak.	Chicago and Northwestern Rwy.	255.69	10.6	33,896.59	33,896.59	132.53	
26032	Reno and Preston	Chicago, Milwaukee and St. Paul Rwy.	57.66	6	2,464.96	2,464.96	42.75	
26033	Wyoming and Taylor's Falls	St. Paul and Duluth R. R.	20.78	12	1,228.02	1,228.02	59.00	
26034	Morris and Brown's Valley	St. Paul, Minneapolis and Manitoba Rwy.	47.23	6	2,099.84	2,099.84	44.46	
26035	Vacant	do						
26036	North Pacific Junction and Cloquet.	St. Paul and Duluth R. R.	6.67	6	283.14	283.14	42.75	
26037	Minneapolis and Cologne	Chicago, Milwaukee and St. Paul Rwy.	32.65	13	5,080.66	5,080.66	155.61	
26038	Minneapolis and Birch Cooley	Minneapolis and St. Louis Rwy.	100.62	6	8,430.95	8,430.95	83.79	
26039	Crocketon, Minn., and Devil's Lake, N. Dak.	St. Paul, Minneapolis and Manitoba Rwy.	114.55	6	11,067.82	13,931.57	96.62	25.00
26040	Minneapolis and St. Cloud	do	65.70	13	12,892.32	12,892.32	187.25	
26041	Willmar, Minn., and Sioux Falls, S. Dak.	Willmar and Sioux Falls Rwy.	148.06	6	7,216.44	7,216.44	48.74	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. care. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. care. Dollars.	Remarks.
MINNESOTA—continued.										
20042	Valena, Minn., and Milnor, N. Dak.	Northern Pacific, Fergus and Black Hills R. R.	119.81	6	5,815.16	.....	5,815.16	48.74	.....
20043	Fergus Falls and Pelican Rapids	St. Paul, Minneapolis and Manitoba Rwy.	23.53	6	1,008.04	.....	1,008.04	42.75	.....
20044	Mendota and Minneapolis	Chicago, Milwaukee and St. Paul Rwy.	9.66	13	405.56	.....	405.56	51.30	.....
20045	Hastings and Stillwater	do	28.12	19	1,228.42	.....	1,228.42	47.03	.....
20046	Little Falls and Morris	Little Falls and Dakota R. R.	85.31	6	3,023.26	.....	3,023.26	44.46	.....
20047	Sauk Center and Eagle Bend	St. Paul, Minneapolis and Manitoba Rwy.	36.91	6	1,577.90	.....	1,577.90	42.75	.....
20048	Mankato and Red Wing	Minneapolis and St. Louis Rwy.	95.16	7.75	5,125.31	.....	5,125.31	53.86	.....
20049	St. Cloud and Hinckley	St. Paul, Minneapolis and Manitoba Rwy.	68.24	6	2,917.26	.....	2,917.26	42.75	.....
20050	Crookston and St. Hilaire	do	58.80	4	1,209.83	.....	1,209.83	42.75	.....
20051	Rush City, Minn., and Grantsburg, Wis.	St. Paul and Duluth R. R.	17.17	6	734.01	.....	734.01	42.75	.....
20052	Moorhead and Halstad	do	34.51	4	1,475.30	.....	1,475.30	42.75	.....
20053	Birch Cooley, Minn., and Waterbury, N. D.	Manitoba Rwy.	123.39	6	8,545.99	.....	8,545.93	60.26	.....
20054	Duluth and Elk River	Wisconsin, Minnesota and Pacific Rwy.	118.35	6	5,464.21	.....	5,464.21	44.17	.....
20055	Minneapolis, Minn., and Mason City, Iowa	Duluth and Iron Range R. R.	149.68	18.29	16,509.70	.....	16,509.70	110.80	.....
20056	Glencoe and Hutchinson	Chicago, Milwaukee and St. Paul Rwy.	14.24	12	608.76	.....	608.76	42.75	.....
20057	St. Cloud and Willmar	St. Paul, Minneapolis and Manitoba Rwy.	58.09	6	3,061.27	.....	3,061.27	53.16	.....
20058	Minneapolis, Minn., and Fairmount, N. Dak.	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	191.74	6	9,180.51	.....	9,180.51	47.88	.....
20059	Elk River and Milaca	St. Paul, Minneapolis and Manitoba Rwy.	33.12	6	1,415.88	.....	1,415.88	42.75	.....
20060	Hutchinson Junction (n. o.) and Hutchinson	do	53.40	6	2,282.85	.....	2,282.85	42.75	.....
20061	Winnepeg Junction, Minn., and Pembina, N. Dak.	Northern Pacific R. R.	200.15	7	15,229.40	.....	15,229.40	76.09	.....
20062	St. Paul and Cardigan Junction (n. o.)	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	8.00	13	649.84	.....	649.84	81.23	.....

Pay based on a service of not less than 6 round trips per week.

Pay based on a service of not less than 6 round trips per week.

C.—Railroad service as in operation on the 30th of June, 1880—Continued.

No of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	IOWA.—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
27018	Davenport and Maquoketa	Chicago, Milwaukee and St. Paul Rwy.	43.97	7.74	2,143.09	43.74	2,143.09	43.74		
27019	Keokuk and Des Moines	Chicago, Rock Island and Pacific Rwy.	163.04	12	14,916.82	91.49	14,916.82	91.49		
27020	Farley and Cedar Rapids	Chicago, Milwaukee and St. Paul Rwy.	57.87	9.07	4,354.13	75.24	4,354.13	75.24		
27021	Dubuque and Sioux City	Illinois Central R. R.	327.70	12.43	40,792.09	124.48	40,792.09	124.48		All land grant.
27022	Waterloo, Iowa, and Lyle, Minn.	do	82.12	12	7,653.58	93.20	7,653.58	93.20		
27023	Beula and Elkader	Chicago, Milwaukee and St. Paul Rwy.	19.52	6	834.48	42.75	834.48	42.75		
27024	Clinton and Anamosa	Chicago and Northwestern Rwy.	72.07	6	4,276.87	47.88	4,276.87	47.88		3.05 miles land grant, Clinton to Lyons.
27025	Calmar, Iowa, and Running Water, S. Dak.	Chicago, Milwaukee, and St. Paul Rwy.	350.06	10.92	45,543.59	118.83	45,543.59	118.83		210.79 miles land grant, Calmar to Sheldon Junction.
27026	Conover and Decorah	do	9.51	18	780.58	82.08	780.58	82.08		
27027	Davenport and Calmar	do	163.73	7.12	15,446.03	93.20	15,446.03	93.20		
27028	Savanna, and Union Pacific Transfer (n. o.).	do	352.37	13.06	46,896.05	85.50	46,892.05	131.67	25.00	R. P. O., Savanna to Sabula, 3.42 miles. R. P. O., \$50 per mile for 6.15 miles, Missouri Valley to California; \$25 per mile for 70.12 miles, real-duce.
27029	Missouri Valley and Sioux City	Sioux City and Pacific R. R.	76.27	17.99	14,893.24	2,000.50	16,893.74	194.09	50.00	
27030	Des Moines and Jewell	Chicago and Northwestern Rwy.	60.02	21.78	8,005.46		8,005.46	132.38		
27031	Des Moines and Tars	Des Moines and Fort Dodge R. R.	82.91	14.75	7,655.90		7,655.90	92.84		
27032	Grinnell and Montezuma	Central Iowa Rwy.	17.49	12	747.69		747.69	42.75		
27033	Albia and Des Moines	Chicago, Burlington and Quincy R. R.	68.61	8.82	8,707.21		8,707.21	126.64		
27034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy.	70.61	7.59	5,977.13		5,977.13	84.65		
27035	Burlington and Washington	Burlington and Northwestern Rwy.	52.66	7.92	3,016.89		3,016.89	57.29		
27036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy.	18.13	7.25	775.05		775.05	42.75		

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MISSOURI—continued.										
28004	St. Louis and Kansas City	Wabash R. R.	270.80	23.12	59,877.37	14,396.00	74,273.37	216.22	{ 65.00 23.00	{ R. P. O., \$45 per mile for 186.90 miles, St. Louis to Brunswick; \$25 per mile for 89.9 miles, Brunswick to Kansas City. All land grant, R. P. O., Quincy to Cameron, 171.24 miles. R. P. O., \$75 per mile for 102.62 miles, Kansas City to Napier; \$50 per mile for 95 miles, Napier to U. P. Transfer, (n. o.)
28006	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.65	13.35	38,612.60	11,130.60	49,743.20	186.04	65.00	{ 23.00 miles land grant, Parsons to Chetopa.
28008	Kansas City, Mo., and Union Pacific Transfer (n. o.) Iowa.	Kansas City, St. Joseph and Council Bluffs R. R.	197.61	24.32	44,941.72	13,446.50	57,389.22	227.43	{ 75.00 50.00	
28007	Moberly, Mo., and Ottumwa, Iowa.	Wabash R. R.	131.54	13	17,541.80		17,544.80	133.38		
28008	Versailles and Booneville.	Missouri Pacific Rwy.	44.25	9.43	2,724.03		2,724.03	61.56		
28009	Centralia and Columbia.	Wabash R. R.	22.14	14	1,438.65		1,438.65	64.98		
28010	Kansas City and Cameron.	Hannibal and St. Joseph R. R.	55.08	20	12,291.65	3,560.20	15,851.85	223.16	65.00	
28011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	433.13	14	105,491.62	21,656.50	127,148.12	246.24	{ 50.00 166.99	
28012	St. Joseph and Henry.	St. Joseph and St. Louis R. R.	73.48	14	9,612.65		9,612.65	130.32		
28013	Brunswick and Irontonsburgh.	Wabash R. R.	79.99	13	10,258.71	3,199.60	13,458.31	128.25	40.00	
28014	Hannibal and Sedalia.	Missouri, Kansas and Texas Rwy.	143.35	17.38	21,616.43		21,616.43	152.19		
28015	Keokuk, Iowa, and Van Wert, Iowa.	Keokuk and Western R. R.	149.32	8.67	8,681.46		8,681.46	58.14		
28016	Raymore Junction (n. o.) Mo., and Olathe, Kas.	Kansas City, Clinton and Springfield Rwy.	24.50	11.21	1,427.55		1,427.55	53.87		
28017	Springfield, Mo., and Memphis, Tenn.	Kansas City, Fort Scott and Memphis R. R.	235.40	15.65	34,162.38		34,162.38	119.70		
28018	Mount Pleasant, Iowa, and St. Peter's, Mo.	St. Louis, Keokuk and Northwestern R. R.	189.27	11.12	28,481.34		28,481.34	150.48		
28019	Quincy, Ill., and Trenton, Mo.	Quincy, Omaha and Kansas City Rwy.	137.53	6	9,760.50		9,760.50	70.97		
28020	Pierce City, Mo., and Wichita, Kans.	St. Louis and San Francisco Rwy.	219.03	14	28,220.28		28,220.28	119.70		

REPORT OF THE POSTMASTER-GENERAL.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
28063	Missouri—continued.									
28063	North Springfield and Chadwick	St. Louis and San Francisco Rwy.	35.63	7	1,553.53		1,553.52	43.61		
28064	Oronogo and Galea	do	19.44	15.07	1,996.18		1,996.18	71.82		
28065	Kansas City and Osceola	Kansas City and Southern Rwy.	100.01	6	5,128.74		5,128.74	47.03		
28066	Raymore Junction (n. o.) and Ash Grove.	Kansas City, Clinton and Springfield Rwy.	128.89	7	6,637.70		6,637.70	51.80		
28067	Altamont (n. o.) and Rushville.	St. Joseph and Iowa R. R.	65.68	13	7,412.61		7,412.64	112.88		
28068	Nevada, Mo., and Chetopa, Kans.	Nevada and Minden Rwy.	77.93	7	5,491.65		5,491.65	70.97		
28069	Boonville and Myrick Station (n. o.)	Missouri Pacific Rwy.	81.40	8.47	4,454.20		4,454.20	54.73		
28070	Cameron and Kansas City	Chicago, Rock Island and Pacific Rwy.	55.06	13	470.76		470.76	8.55		
28081	Pattonburgh, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy.	144.61	7	14,943.41	3,615.25	17,957.66	99.18	25.00	
28082	St. Louis and Union	St. Louis, Kansas City and Colorado R. R.	59.91	6	2,561.15		2,561.15	42.75		
28083	Greenfield and Watkins	Greenfield and Northern R. R.	3.46	14	147.91		147.91	43.75		
28084	Napier, Mo., and Rule "Y" (n. o.), Nebr.	Burlington and Missouri River R. R. in Nebraska.	11.70	7	1,610.50	292.59	1,903.00	137.65	25.00	
28085	Brownwood and Bollinger's Mills	Cape Girardeau Southwestern Rwy.	8.63	6	368.98		368.98	43.75		
28086	Willow Springs and Grandin	Current River R. R.	90.92	6	3,459.33		3,459.33	42.75		
28087	St. Joseph, Mo., and Atchison, Kans.	Fé R. R.	21.50	14	2,169.13		2,169.13	100.89		
28088	St. Louis and St. Peter's	St. Louis, Keokuk and Northwestern R. R.	32.46	20	1,914.81		1,914.81	58.99		
28089	Joplin and Splilog	Kansas City, Fort Smith and Southern Rwy.	34.64	13	1,490.85		1,490.85	43.75		
28070	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.)	St. Louis, Oak Hill and Carondelet Rwy.	7.09	21	2,600.61		2,600.61	368.80		
28071	Riverside Station (n. o.) and Bonne Terre.	Mississippi River and Bonne Terre Rwy.	31.89	14	1,363.29		1,363.29	42.75		
28072	Delta (n. o.) and Malden	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	51.57	7	2,204.61		2,204.61	51.57		
28073	Harlem and Smithville	Chicago, Kansas City and Texas Rwy.	31.12	6						Pay not fixed.

	St. Louis Bridge Co. and the Tunnel R. Co. of St. Louis, Mo.	7,124.03	25,000.00	25,000.00	25,000.00	All land grant. All land grant.
Union depot, St. Louis, Mo., and terminal of all railroad routes at East St. Louis, Ill.	St. Louis Bridge Co. and the Tunnel R. Co. of St. Louis, Mo.	7,124.03	25,000.00	25,000.00	25,000.00	All land grant. All land grant.
ARKANSAS.						
Memphis, Tenn., and Little Rock, Ark.	Memphis and Little Rock R. R.	185.00	14	15,000.00	15,000.00	115.00
Helena and Clarendon.....	Arkansas Midland R. R.	48.77	6	2,004.91	2,004.91	42.75
Little Rock and Fort Smith.....	Arkansas Midland and Fort Smith Rwy.	103.00	7	11,719.66	11,719.66	69.76
Trippe and Warren.....	St. Louis, Iron Mountain and Southern Rwy.	40.25	6	2,373.87	2,373.87	46.17
Malvern and Hot Springs.....	Hot Springs R. R.	23.40	14	2,104.67	2,104.67	82.94
Brinkley and Jacksonport.....	Batesville and Brinkley R. R. .	60.90	6	2,003.47	2,003.47	42.75
Forest City and Helena.....	St. Louis, Iron Mountain and do	113.75	7.33	8,753.06	8,753.06	76.95
Nashville and Hope.....	Arkansas and Louisiana Rwy.	44.65	7	2,901.35	2,901.35	64.98
Gurdon and Camden.....	St. Louis, Iron Mountain and Southern Rwy.	37.53	14	1,624.27	1,624.27	59.00
Searcy and West Point.....	Searcy and West Point R. R. .	8.23	21	1,648.13	1,648.13	44.46
Knob and Forest City.....	St. Louis, Iron Mountain and Southern Rwy.	97.76	9.80	383.32	383.32	48.74
Seligman, Mo., and Eureka Spring, Ark.	Eureka Springs Rwy.....	20.82	14	6,519.61	6,519.61	66.09
Newport and Cushman.....	St. Louis, Iron Mountain and Southern Rwy.	40.57	7	1,459.09	1,459.09	70.11
McNell and Magnolia.....	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri	6.72	7	2,046.35	2,046.35	50.44
Vacant.....	Southwestern Arkansas and Indian Territory R. R. .	14.58	6	287.28	287.28	42.75
Rogers and Bentonville.....	Bentonville R. R.	7.05	13	623.29	623.29	42.75
Fort Smith, Ark., and Para, Tex.	St. Louis and San Francisco Rwy.	168.93	7	307.45	307.45	43.61
Pine Bluff and English.....	J. R. Campbell, owner, Pine Bluff, Monroe and New Or- leans Rwy.	34.43	6	12,132.54	12,132.54	71.82
Fayetteville and St. Paul.....	St. Louis and San Francisco Rwy.	35.86	6	1,556.95	1,556.95	42.75
Arkadelphia and Dalark.....	Ultima Thule, Arkadelphia and Mississippi Rwy.	11.43	6	1,690.49	1,690.49	47.03
Bald Knob, Ark., and Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	93.71	7	433.63	433.63	42.75
Jensen and Mansfield.....	St. Louis and San Francisco Rwy.	18.23	14	6,009.63	6,009.63	64.13
				1,075.57	1,075.57	52.90

8.23 miles, at \$43.61 per
mile.

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual payment. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
ARKANSAS—continued.										
28025	Fort Smith and Greenwood.....	St. Louis, Iron Mountain and Southern Rwy.	10.02	6	813.10	.....	813.10	43.75	.....
28026	Argenta and Althelmer	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	42.95	6	1,836.11	.....	1,836.11	42.75	.....
			1,832.90		88,547.41	.....	88,547.41	.....	.....
LOUISIANA.										
30001	Vacant.	Texas and Pacific Rwy.	171.54	14	17,747.52	.....	17,747.55	103.46	.....
30002	New Orleans and Cheneyville.....	Morgan's Louisiana and Texas R. R.	148.92	14	27,335.92	.....	31,063.92	205.29	.....
30003	New Orleans and La Fayette.....	R. R. and Steamship Co.								
30004	Schriever and Houma.....	do	15.26	14	652.36	.....	652.36	42.75	.....
30005	Vidalia and Jonesville	Natchez, Red River and Texas R. R.	23.50	6	1,094.40	.....	1,094.40	42.75	.....
30006	Clinton and Ethel	Louisville, New Orleans and Texas Rwy.	9.09	6	398.60	.....	398.60	42.75	.....
30007	Slaughter, La., and Woodville, Miss.	do	42.38	6	1,839.25	.....	1,839.25	42.75	.....
30008	Vicksburg, Miss., and Shreveport, La.	Vicksburg, Shreveport and Pacific R. R.	172.66	7	11,100.31	.....	11,100.31	64.29	.....
30009	Schriever and Thibodeaux.....	Morgan's Louisiana and Texas R. R. and Steamship Co.	5.77	14	246.66	.....	246.66	42.75	.....
30010	La Fayette, La., and Orange, Tex.	Louisiana Western R. R.	113.25	14	21,972.56	2,831.26	24,803.81	194.08	25.00	
30011	Shreveport and Cheneyville	Texas and Pacific Rwy.	153.97	14	14,457.67	.....	14,457.67	92.34	.....
30012	Cadees and St. Martinville	Morgan's Louisiana and Texas R. R. and Steamship Co.	7.06	14	301.81	.....	301.81	42.75	.....
30013	Baton Rouge Junction (n. o.) and Baton Rouge.	Texas and Pacific Rwy.	9.50	7	406.12	.....	406.12	42.75	.....
30014	New Orleans and Covington	East Louisiana R. R.	59.50	7	2,543.62	.....	2,543.62	42.75	.....
30015	Haldwin Station (n. o.) and Louisiana.	Morgan's Louisiana and Texas R. R. and Steamship Co.	15.23	7	651.93	.....	651.93	42.75	.....
30016	Shreveport and Logansport	Shreveport and Houston Rwy.	41.72	7	1,783.53	.....	1,783.53	42.75	.....
30017	Cypress and Natchitoches.....	Natchitoches R. R.	11.63	14	536.50	.....	536.50	45.31	.....
30018	Gibbald and Homer	Louisiana North and South R. R.	19.63	7	839.18	.....	839.18	42.75	.....
										33.53 miles, New Orleans and Morgan City, land grant at \$164.16 per mile.
										16.09 miles at \$44.46 per mile. All land grant.

30019	New Lewisville, Ark., and Shreveport, La.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	61.04	6	2,609.46	2,609.46	42.75	24.36 miles, La Fayette to Cheaneyville at \$63.37 per mile.
30020	New Orleans and Bohemia (n. o.)	New Orleans and Gulf R. R.	50.00	6	2,223.00	2,223.00	44.46	
30021	La Fayette and Alexandria	Morgan's Louisiana and Texas R. R. and Steamship Co.	85.62	6	10,106.93	10,106.93	139.37	
30022	New Iberia and Avery	do	10.05	7	439.63	439.63	42.75	
	TEXAS.		1,233.23		119,263.96	125,843.21		
31001	Houston and Galveston	International and Great Northern R. R.	51.49	21	6,855.73	6,855.73	133.38	
31002	Houston and San Antonio	Galveston, Harrisburgh and San Antonio Rwy.	218.01	7	26,841.39	26,841.39	123.12	
31003	Houston and Denison	Houston and Texas Central Rwy.	337.09	14	54,473.74	54,473.74	161.09	
31004	Hempstead and Austin	do	115.16	14	9,354.44	9,354.44	81.23	
31005	Bremond and Albany	do	230.89	7	17,570.72	17,570.72	76.10	
31006	Longview and Houston	do	233.45	7	33,133.55	33,133.55	141.93	
31007	Palentine and Laredo	International and Great Northern R. R.	415.80	8.96	53,326.35	53,326.35	128.25	
31008	Houston and Columbia	do	51.09	6	2,180.25	2,180.25	42.75	
31009	Shreveport, La., and El Paso, Tex.	Texas and Pacific Rwy.	894.72	10.68	125,012.87	129,495.37	159.03	19.39 miles, Shreveport, La., and State Line (n. o.), Tex., land grant at \$127.22 per mile; 91.60 miles, Sierra Blanca and El Paso, at \$81.22 per mile. E. F. O. cars between Marshall and Fort Worth, 179.30 miles.
31010	Texarkana, Ark., and Marshall, Tex.	do	69.64	14	15,688.23	17,379.23	227.43	
31011	Whiteborough, Tex., and Texarkana, Ark.	do	173.44	7	16,905.19	16,905.19	97.47	
31012	Houston and Orange	Texas and New Orleans R. R.	104.33	14	20,454.70	22,112.95	182.27	
31013	Jefferson and McKinney	Missouri, Kansas and Texas Rwy.	155.46	6	8,906.30	8,906.30	97.29	
31014	Columbus and La Grange	Galveston, Harrisburgh and San Antonio Rwy.	31.60	6	1,494.93	1,494.93	44.46	
31015	Henderson and Overton	International and Great Northern R. R.	17.01	7	756.26	756.26	44.46	
31016	Corpus Christi and Laredo	Mexican National R. R.	161.60	6	8,931.72	8,931.72	53.58	
31017	Denison and Mineola	Missouri, Kansas and Texas Rwy.	103.19	7	7,499.64	7,499.64	72.68	

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Average No. of trips per week over whole route.	Annual pay for transportation. <i>Dollars.</i>	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation. <i>Dollars.</i>	Cost per mile for R. P. O. cars.	Remarks.
	TEXAS—continued.									
31018	Brownsville and Isabel	Rio Grande R. R.	23.16	7	990.09	990.09	42.75	Pay based on a service of not less than 6 round trips per week. Do.
31019	Port Lavaca and Cuero	Gulf, Western Texas and Pacific Rwy.	55.49	4.71	2,419.92	.....	2,419.92	43.61	.....
31020	Houston and Sealy	John W. Smith, receiver Texas Western Rwy.	82.87	3	2,390.19	.....	2,390.19	42.75	.....
31021	Waxahachie and Garrett (n. o.)	Central Texas and Northwestern R. R.	12.30	14	736.15	.....	736.15	59.85	.....
31022	Danison and Henrietta	Missouri, Kansas and Texas Rwy.	111.32	9.55	14,467.14	.....	14,467.14	129.96	.....
31023	Houston, Tex., and Logansport, La.	Houston, East and West Texas Rwy.	192.70	7	9,555.99	.....	9,555.99	49.59	.....
31024	Navasota and Conroe	Gulf, Colorado and Santa Fe Rwy.	43.95	7	1,878.86	.....	1,878.86	42.75	.....
31025	Texarkana, Ark., and Gatesville, Tex.	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	306.39	7	20,629.10	.....	20,629.10	67.55	.....
31026	Georgetown and Round Rock	International and Great Northern R. R.	10.32	14	502.99	.....	502.99	43.74	.....
31027	Galveston and Fort Worth	Gulf, Colorado and Santa Fe Rwy.	346.87	7.53	35,588.86	.....	35,588.86	102.60	.....
31028	Whitesborough and Taylor	Missouri, Kansas and Texas Rwy.	284.05	12.94	36,621.80	36,621.80	156.47	
31029	Beaumont and Rockland	Sabine and East Texas Rwy.	75.85	6	2,242.53	.....	2,242.53	42.75	.....
31030	Dallas and Denton	Missouri, Kansas and Texas Rwy.	38.07	21	5,986.17	.....	5,986.17	157.32	.....
31031	Dallas and Kemp	Texas Trunk R. R.	49.38	6	2,110.99	.....	2,110.99	42.75	.....
31032	Mincola and Troup	International and Great Northern R. R.	44.54	7	3,503.51	.....	3,503.51	78.66	.....
31033	San Antonio and Corpus Christi	San Antonio and Aransas Pass Rwy.	156.06	6	8,140.08	.....	8,140.08	52.16	.....
31034	Phelps and Huntsville	International and Great Northern R. R.	8.38	14	385.45	.....	385.45	43.61	.....
31035	Dallas and Weatherford	Gulf, Colorado and Santa Fe Rwy.	93.78	7	4,650.55	.....	4,650.55	49.59	.....
31036	Rosenberg and Victoria	New York, Texas and Mexican Rwy.	32.60	7	6,808.87	.....	6,808.87	73.53	.....
31037	Fort Worth and Texline	Fort Worth and Denver City Rwy.	433.12	8.51	53,144.93	.....	53,144.93	130.82	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
TEXAS—continued.										
31066	Panhandle and Washburn.....	Fort Worth and Denver City Rwy.	16.18	6	691.69	43.75	691.69	43.75		
31067	Commerce and Fort Worth.....	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	98.31	6	4,370.86	44.46	4,370.86	44.46		
31068	Rockport and Gregory.....	San Antonio and Aransas Pass Rwy.	21.47	6	917.84	43.75	917.84	43.75		
31069	Kildare and Linden.....	Kildare and Linden R. R.....	13.26	6	593.86	42.75	593.86	42.75		
31070	Dallas and Waxahachie.....	Missouri, Kansas and Texas Rwy.	32.50	7	1,389.86	42.75	1,389.86	42.75		
31071	Victoria and Beeville.....	Gulf, Western Texas and Pacific Rwy.	55.42	7	2,463.96	44.46	2,463.96	44.46		
31072	Burnet and Marble Falls.....	W. B. Itham, owner Austin and Northwestern R. R.	16.33	6	912.01	53.87	912.01	53.87		
31073	Whiteborough and Fort Worth.....	Texas and Pacific Rwy.....	72.85	6						
31074	Austin Junction (n. o.) and Lockhart.	San Antonio and Aransas Pass Rwy.	53.94	6						Pay not fixed.
			8,640.94		803,604.58	8,881.75	815,486.33			Do.
INDIAN TERRITORY.										
22001	Atoka and Lehigh.....	Missouri, Kansas and Texas Rwy.	8.11	6	346.70	42.75	346.70	42.75		
22002	Vinita and Sapulpa.....	St. Louis and San Francisco Rwy.	78.01	7	2,864.74	84.30	2,864.74	84.30		10 miles, Red Fork to Sapulpa, at \$47.88 per mile. All land grant.
22003	Arkansas City, Kans., and Purcell, Ind. T.	Southern Kansas Rwy.....	154.09	7	7,505.96	48.74	7,505.96	48.74		
22004	Kiowa, Kans., and Panhandle, Tex.	do.....	217.20	7	12,071.97	55.58	12,071.97	55.58		
22005	Van Buren, Ark., and Coffeyville, Kans.	Kansas and Arkansas Valley Rwy.	166.07	7	4,445.41	53.01	4,445.41	53.01		Pay not fixed on 82.21 miles.
			623.39		27,174.78		27,174.78			
KANSAS.										
23001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.....	641.02	10.94	115,095.14	179.55	131,120.64	179.55	25.00	

33003	Lawrence and Leavenworth	do	34.95	7	2,121.81	60.71			
33004	Atchison and Waterville	Central Branch Union Pacific R. R.	100.26		14,401.84	143.64			
33005	Lawrence and Coffeyville	Southern Kansas Rwy.	141.87	10.82	15,719.19	110.80			Land grant.
33006	Cherryvale and Hannibal	do	131.53	7.80	15,089.39	114.87			
33007	Emporia, Mo., and Ottawa, Kans.	do	58.80	13	9,753.15	163.87			
33008	St. Joseph, Mo., and Grand Island, Nebr.	St. Joseph and Grand Island R. R.	227.82 { 25.07	18	19,851.71	76.00 { 95.76			Land grant St. Joseph to Hastings, 227.82 miles.
33009	Kansas City, Mo., and Webb City, Mo.	Kansas City, Fort Scott and Memphis R. R.	181.71	10.76	24,082.02	133.53			Land grant.
33010	Junction City and Parsons	Missouri, Kansas and Texas Rwy.	157.15	7	9,781.01	62.24			
33011	Atchison, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	470.41 { 150.64	16.08	127,862.44	51,277.50			Land grant Atchison to State line (n. o.), 470.41 miles. R. R. O. Topeka to Pueblo only, 569.75 miles.
33012	Newton and Arkansas City	do	78.81	8.41	7,412.08	94.05			R. P. O. between Rulo Y (n. o.) and Table Rock only, 38.80 miles.
33013	Atchison, Kans., and Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	220.48	8.62	29,597.23	134.24			
33014	Leavenworth and Miltonvale	Kansas Central R. R.	168.18	6	11,082.54	66.69			
33015	Junction City and Concordia	Junction City and Fort Kearney Rwy.	70.77	12.86	6,474.74	91.49			
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R.	66.88	14	21,043.12	27,082.32	814.64	90.00	
33017	Florence and Winfield	do	75.08	6	8,207.53	42.75			
33018	Kansas City, Mo. Paola Sta. (n. o.)	Missouri, Kansas and Texas Rwy.	43.10	14	994.74	23.08			
33019	Ottawa and Burlington	Southern Kansas Rwy.	47.04	8.16	2,493.59	59.01			
33020	Girard, Kans., and Joplin, Mo.	St. Louis and San Francisco Rwy.	38.77	7	1,790.01	46.17			
33021	Waterville and Washington	Central Branch Union Pacific R. R.	20.69	8.83	2,476.59	119.70			Land service over route 33008.
33022	Greenleaf and Concordia	do	43.19	7	5,982.24	138.51			
33023	Emporia and Howard	Atchison, Topeka and Santa Fe R. R.	77.65	12	3,717.87	47.88			
33024	Cherryvale and Arcadia	Kansas City, Fort Scott and Memphis R. R.	73.97	7	4,806.57	64.98			
33025	Solomon City and Beloit	Solomon R. R.	57.56	13	4,601.02	79.53			
33026	Concordia and Lenora	Central Branch Union Pacific R. R.	138.70	7	14,824.25	106.88			
33027	Yuma and Warwick	do	30.98	7	1,319.26	42.75			
33028	Salina and McPherson	Salina and Southwestern Rwy.	26.78	7	1,572.34	42.75			
33029	Downs and Alton	Central Branch Union Pacific R. R.	24.05	7	1,583.45	65.84			
33030	Florence and Ellinwood	Atchison, Topeka and Santa Fe R. R.	99.01	6	6,857.43	69.26			

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual R. P. O. cars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars.	Remarks.
KANSAS—continued.										
33031	Paola and Le Roy.	Missouri Pacific Rwy.	58.87	7	4,328.71	.....	.....	Dollars.	.....	.....
33032	Jamestown and Burr Oak	Central Branch Union Pacific R. R.	33.86	7	1,881.93	.....	1,881.93	73.53	.....	.....
33033	Ossawatimie and Ottawa.	Missouri Pacific Rwy.	21.42	7	915.70	.....	915.70	42.75	.....	.....
33034	Hurlingame and Manhattan	Manhattan, Atama and Burlington Rwy.	57.27	6	3,378.93	.....	3,378.93	59.00	.....	.....
33035	Wellington and Kiowa.	Southern Kansas Rwy.	66.83	7	5,631.67	.....	5,631.67	81.23	.....	.....
33036	Fort Scott and Anthony	St. Louis, Fort Scott and Wichita R. R.	214.48	7	15,770.71	.....	15,770.71	73.53	.....	.....
33037	Mulvane and Caldwell.	Atchison, Topeka and Santa Fe R. R.	38.33	6	3,883.94	.....	3,883.94	75.24	.....	.....
33038	Leavenworth and Meriden Junction (n. o.).	Leavenworth, Topeka and Southwestern Rwy.	47.07	6	2,012.24	.....	2,012.24	42.75	.....	.....
33039	Chicopee and Chanute.	Southern Kansas Rwy.	57.25	7.51	2,566.57	.....	2,566.57	46.17	.....	.....
33040	Atchison, Kans. and Omaha, Nebr.	Missouri Pacific Rwy.	166.42	13	16,220.95	.....	16,220.95	97.47	.....	.....
33041	Ottawa and Emporia.	Southern Kansas Rwy.	56.85	6	2,576.44	.....	2,576.44	45.32	.....	.....
33042	Wichita and Kingman.	Wichita and Western Rwy.	46.10	12	3,628.22	.....	3,628.22	78.66	.....	.....
33043	Weir City Junction (n. o.) and Weir.	Kansas City, Fort Scott and Memphis R. R.	3.90	14	166.72	.....	166.72	42.75	.....	.....
33044	Lawrenceburgh and Belleville.	Junction City and Fort Kearney Rwy.	17.13	7	782.30	.....	782.30	42.75	.....	.....
33045	Butler, Mo., and Le Roy, Kans.	St. Louis and Emporia R. R.	79.83	7	3,890.11	.....	3,890.11	48.73	.....	.....
33046	El Dorado and McPherson.	St. Louis, Fort Scott and Wichita R. R.	62.17	7	2,657.76	.....	2,657.76	42.75	.....	.....
33047	Alton and Stockton.	Rooks County R. R.	19.07	7	1,125.13	.....	1,125.13	59.00	.....	.....
33048	Attica and Medicine Lodge.	Southern Kansas Rwy.	21.76	7	1,525.59	.....	1,525.59	70.11	.....	.....
33049	Beaumont and Anthony	St. Louis and San Francisco Rwy.	117.11	7	6,208.00	.....	6,208.00	53.01	.....	.....
33050	Council Grove and Salina.	Topeka, Salina and Western Rwy.	72.22	7	4,754.96	.....	4,754.96	65.84	.....	.....
33051	Wichita and Hutchinson.	Wichita and Colorado Rwy.	47.28	11.63	2,545.89	.....	2,545.89	53.87	.....	.....
33052	Hutchinson and Kinsley.	Atchison, Topeka and Santa Fe R. R.	84.29	6	4,751.40	.....	4,751.40	56.43	.....	.....
33053	Independence and Cedar Vale.	do	56.13	7	2,639.31	.....	2,639.31	47.09	.....	.....
33054	Manhattan and Marysville.	Manhattan and Blue Valley R. R.	55.64	7	3,092.46	3,092.46	55.88

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

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KANSAS—continued.										
33004	McCracken, Kansas, and Towner Colo.	Denver, Memphis and Atlantic Rwy.	141.36	6	10,635.16	10,635.16	76.34	
33005	Oakley and Colby	Oakley and Colby Rwy.	22.12	6	945.63	.....	945.63	42.75	.....
33006	Geneseo and Kanopolis	Kanopolis and Kansas Central Rwy.	14.76	7	866.93	.....	866.93	60.70	.....
33007	Wichita and Ellsworth	St. Louis and San Francisco Rwy.	106.61	7	4,567.57	.....	4,567.57	42.75	.....
33008	Keystone, Kans., and Superior, Nebr.	Atchison, Topeka and Santa Fe R. R.	80.90	7	5,193.88	.....	5,193.88	64.13	.....
33009	Belleville and McFarland	Chicago, Rock Island and Pacific Rwy.	104.73	6	10,661.36	.....	10,661.36	101.75	.....
33010	Le Roy and Madison	Interstate R. R.	29.08	6	1,281.64	.....	1,281.64	42.75	.....
33011	Kansas City, Mo., and Paola, Kans.	Kansas City and Southwestern Rwy.	54.09	11	7,908.49	.....	7,908.49	146.21	.....
33012	Bucklin and Dodge City	Chicago, Rock Island and Pacific Rwy.	28.55	6	1,135.01	.....	1,135.01	42.75	.....
33013	Dexter and Arkansas City	Grouse Creek Rwy.	26.26	8	1,122.61	.....	1,122.61	42.75	.....
33014	Warrick, Kans., and Prosser, Nebr.	Pacific Rwy. Co. in Nebraska.	27.18	8	4,637.11	.....	4,637.11	68.40	.....
33015	Gypsum and Marquette	Connell Grove, Smoky Valley and Western Rwy.	27.51	7	3,353.64	.....	3,353.64	122.27	.....
33016	Herrington and Salina	Chicago, Rock Island and Pacific Rwy.	49.89	7	2,175.70	.....	2,175.70	42.61	.....
33017	Dodge City and Montezuma	Dodge City, Montezuma and Trinidad Rwy.	27.87	6	1,178.61	.....	1,178.61	42.75	.....
33018	Zurich and Colby	Union Pacific Rwy. Lincoln and Colorado Rwy.	93.51	6	6,715.88	.....	6,715.88	71.62	.....
33019	Manager Junction (n. o.) and Leavenworth Station (n. o.)	Kansas City, Wyandotte and Northwestern R. R.	12.40	6	530.10	.....	530.10	42.75	.....
33100	Kansas City, Mo., and North Topeka Station (n. o.) Kans.	Chicago, Rock Island and Pacific Rwy.	67.20	6	.....	.....	.....	.....	.....
33100a	Hutchinson and Kingman	Hutchinson and Southern R. R.	32.70	13	1,733.42	.....	1,733.42	53.01	.....	Pay notified. Lap service over route \$5001.
			9,038.70		843,618.77	74,332.20	917,910.97			

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
NEBRASKA—continued.										
34029	Hastings and Oxford.....	Republican Valley R. R.	Miles. 106.26	11.62	Dollars. 17,443.64	Dollars. 1,624.50	Dollars. 19,068.14	Dollars. 164.16	Dollars. 25.00	R. P. O. only between Red Cloud and Oxford, 64.98 miles.
34030	Kearney and Kearney.....	Burlington and Missouri River R. R. (in Nebraska).	24.57	7	1,344.47	.....	1,344.47	54.73	.....
34031	Holdrege and Elwood.....	Nebraska and Colorado R. R.	26.73	6	1,227.78	.....	1,227.78	42.75	.....
34032	Republican City and Oberlin.....	Republican Valley and Kansas and Burlington and Kansas and Southwestern R. R. Co.	78.73	6	5,587.46	.....	5,587.46	70.97	.....
34033	St. Paul and Loup City.....	Omaha and Republican Valley R. R.	38.59	6	2,132.71	.....	2,132.71	53.87	.....
34034	Fairmont and Hebron.....	Burlington and Missouri River R. R. (in Nebraska).	38.45	6	1,932.21	.....	1,932.21	53.01	.....
34035	Chadron, Nebr., and Douglas, Wyo.	Fremont, Elkhorn and Missouri Valley R. R.	140.38	6	8,522.46	.....	8,522.46	60.71	.....
34036	Grand Island, Nebr., and New-castle, Colo.	Grand Island and Wyoming Central R. R.	424.92	6	24,030.63	.....	24,030.63	88.92	.....	Pay not fixed on 154.67 miles.
34037	Fremont and Lincoln.....	Fremont, Elkhorn and Missouri Valley R. R.	52.97	6	2,717.36	.....	2,717.36	51.30	.....
34038	Omaha and Ashland.....	Omaha and North Platte R. R.	31.20	6	5,441.90	2,028.00	7,469.90	174.42	65.00	
34039	Plattsmouth and Ashland.....	Burlington and Missouri River R. R. (in Nebraska).	31.37	14.58	5,632.48	178.80	5,811.28	179.55	40.00	R. P. O. only between Plattsmouth and Oreoopolis Junction 4.47 miles.
34040	Weeping Water and Lincoln.....	Missouri Pacific Rwy.	85.11	6	1,631.03	.....	1,631.03	46.17	.....
34041	Scribner and Oakdale.....	Fremont, Elkhorn and Missouri Valley R. R.	115.73	6	8,213.35	.....	8,213.35	70.97	.....
34042	Elwood, Nebr., and Cheyenne, Wyo.	Nebraska and Colorado R. R.	307.83	6	24,739.49	.....	24,739.49	50.37	.....
34043	Edgar and Holdrege.....	do.....	81.11	6	3,467.45	.....	3,467.45	42.75	.....
34044	Aurora and Hastings.....	Burlington and Missouri River R. R. (in Nebraska).	29.84	6	1,275.66	.....	1,275.66	42.75	.....
34045	Fairfield and Stromsburg.....	Kansas City and Omaha R. R.	65.49	6	2,709.69	.....	2,709.69	42.75	.....
34046	Orleans, Nebr., and St. Francis, Kans.	Burlington and Missouri River R. R. (in Nebraska).	134.46	6	10,922.18	.....	10,922.18	81.23	.....
34047	Weeping Water and Nebraska City.	Missouri Pacific Rwy.	24.87	6	2,360.16	.....	2,360.16	94.90	.....

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
DAKOTA—continued.										
35017	Mitchell and Ashton.....	Chicago, Milwaukee and St. Paul Rwy.	96.10	7	10,435.49	102.59	10,435.49	108.59		
35018	Sanborn and Cooperstown.....	Turtle Mountain R. R.	36.35	6	1,553.96		1,553.96	42.75		
35019	Fargo and Ortonville.....	Chicago, Milwaukee and St. Paul Rwy.	112.52	6	7,357.65		7,357.65	61.56		
35020	Jamestown and La Moure.....	James River Valley R. R.	48.87	6	2,089.19		2,089.19	42.76		
35021	Centerville and Yankton.....	Chicago and Northwestern Rwy.	29.89	13	1,852.21		1,852.21	47.03		
35022	Andover and Harlem.....	Chicago, Milwaukee and St. Paul Rwy.	55.79	6	2,385.02		2,385.02	42.75		
35023	Columbia and Oakes.....	Chicago and Northwestern Rwy.	39.30	6	3,565.55		3,565.55	91.49		
35024	Redfield and Gettysburgh.....	Chicago, Milwaukee and St. Paul Rwy.	75.31	6	4,700.09		4,700.09	62.41		
35025	Tripp and Armour.....	do do	20.23	6	864.83		864.83	42.75		
35026	Devil's Lake, Dak., and Great Falls, Mont.	St. Paul, Minneapolis and Manitoba Rwy.	607.68	6	39,969.02		39,969.02	50.85		
35027	Tintah Junction (n. o.), Minn., and Aberdeen, Dak.	do	119.31	7	9,690.35		9,690.35	81.82		
35028	Valley Junction (n. o.) and Oakes.	James River Valley R. R.	15.21	7	938.32		938.32	61.56		
35029	Roscoe and Orient.....	Chicago, Milwaukee and St. Paul Rwy.	41.73	6	2,069.39		2,069.39	49.59		
35030	Rugby and Bottineau.....	St. Paul, Minneapolis and Manitoba Rwy.	38.10	6	1,628.77		1,628.77	42.75		
35031	Rutland and Ellendale.....	do do	49.73	7	2,125.95		2,125.95	42.75		
35032	Roscoe and Eureka.....	Chicago, Milwaukee and St. Paul Rwy.	28.70	6	1,141.42		1,141.42	42.75		
35033	Madison and Bristol.....	do	103.39	6	5,834.29		5,834.29	56.43		
35034	Fairmount and Oakes.....	Minneapolis and Pacific Rwy.	72.64	6	4,285.03		4,285.03	58.99		
35035	Doland and Grotton.....	Chicago and Northwestern Rwy.	39.24	6	1,677.51		1,677.51	42.75		
35036	Salem and Mitchell.....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.10	7	1,556.36		1,556.36	47.02		
35037	Rapid City and Whitewood.....	Frederick, Elk Horn and Missouri Valley R. R.	37.27	7	4,365.43		4,365.43	117.13		
35038	Watertown and Huron.....	Duluth, Watertown and Pacific Rwy.	70.57	6	3,018.86		3,018.86	42.75		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
ARIZONA—continued.										
40002	Benson and Nogales.....	New Mexico and Arizona R. R.	88.50	7	Dollars. 5,145.39	Dollars. 58.14	5,145.39	58.14	Dollars.	
40003	Seligman and Prescott.....	Prescott and Arizona Central Rwy.	74.88	6	4,417.92	58.00	4,417.92	58.00		
40004	Maricopa Junction (n. o.) and Phoenix.....	Maricopa and Phoenix R. R.	38.10	7	2,100.75	61.56	2,100.75	61.56		
40005	Fairbank and Bisbee.....	Arizona and Southeastern R. R.	36.87	6	1,554.81	42.75	1,554.81	42.75		
			708.00		87,728.75		87,728.75			
UTAH.										
41001	Ogden and Pileco.....	Oregon Short Line and Utah Northern Rwy.	281.65	7	21,915.18	77.81	21,915.18	77.81		
41002	Grand Junction, Colo., and Ogden, Utah.....	The Rio Grande Western Rwy.	313.82	7	31,500.39	88.67	31,500.39	88.67		From Silver Bow to Butte City restated as route 86009.
41003	Ogden, Utah, and Silver Bow, Mont.	Oregon Short Line and Utah Northern Rwy.	34.12	7.11	54,611.76	168.59	54,611.76	168.59		
			400.07			183.38		183.38		
41004	Bingham Junction (n. o.) and Bingham Canyon.....	The Rio Grande Western Rwy.	17.33	7	740.85	42.75	740.85	42.75		
41005	Salt Lake City and Stockton.....	Oregon Short Line and Utah Northern Rwy.	40.50	6	1,731.87	42.75	1,731.87	42.75		
41006	Bingham Junction (n. o.) and Alta.....	The Rio Grande Western Rwy.	18.32	6	783.18	42.75	783.18	42.75		
41007	Vernalt.....									
41008	Echo City and Park City.....	Echo and Park City R. R.	28.20	10.5	1,451.27	51.80	1,451.27	51.80		
41009	Cotton and Scofield.....	The Rio Grande Western Rwy.	17.40	6	743.85	42.75	743.85	42.75		
41010	Norbi and Moreni.....	San Pete Valley Rwy.	27.16	6	1,570.08	58.14	1,570.08	58.14		
41011	Lehi Junction and Silver City.....	Oregon Short Line and Utah Northern Rwy.	54.25	6	2,319.18	42.75	2,319.18	42.75		
41012	Manmoth Junction (n. o.) and Eureka.....	do.	8.31	6	142.35	42.75	142.35	42.75		Pay not fixed on this miles.
			1,247.25		117,528.46		117,528.46			
IDAHO.										
42001	Shoshone and Ketchum.....	Oregon Short Line and Utah Northern Rwy.	70.01	6	4,010.87		4,010.87	57.29		

C.—Railroad service as in operation on the 30th of June, 1890—Continued.

N ^o . of route.	State and termini.	Corporate title of company carrying the mail.	Distances.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
WASHINGTON—continued.										
43001	Cheney and Almira.....	Northern Pacific R. R.	Miles. 87.45	6	Dollars. 8,103.50	Dollars.	Dollars.	Dollars. .....	.....	Pay not fixed.
43023	Rockford and Spokane Falls.....	Washington and Idaho R. R.	28.58	7	.....	.....	3,103.50	108.50	.....	Do.
43025	Spokane Falls and Colville.....	Spokane Falls and Northern Rwy.	88.96	6	.....	.....	.....	.....	.....	Do.
43024	Fairhaven and Sedro.....	Fairhaven and Southern R. R.	24.92	7	1,150.83	.....	1,150.83	42.75	.....	Do.
43025	Hunt's Junction (n. o.) and Dayton.	Oregon and Washington Territory R. R.	87.30	6	.....	.....	.....	.....	.....	.....
			1,798.76		150,227.91	.....	150,227.91	.....	.....	.....
OREGON.										
44001	Portland and Ashland.....	Oregon and California R. R.	342.58	7.41	54,237.63	8,564.50	64,802.43	164.16	.....	Formerly part of route 44007.
44002	Portland and Corvallis.....	do.	97.78	6	8,772.24	.....	8,772.24	68.26	.....	R. P. O. only on 187.54 miles.
44003	Umatilla and Huntington.....	Oregon Short Line and Utah Northern Rwy.	218.04	7	32,437.81	5,451.00	37,888.81	148.77	.....	.....
44004	Portland and Dundee Junction.....	Portland and Willamette Valley Rwy.	20.15	6	1,620.15	.....	1,620.15	55.58	.....	.....
44005	Portland, Oregon, and Wallula, Wash.	Oregon Short Line and Utah Northern Rwy.	214.76	14	39,846.37	4,688.50	44,535.07	185.54	.....	.....
44006	Albany and Yacquina.....	Oregon Pacific R. R.	85.10	6	4,223.08	.....	4,223.08	49.50	.....	.....
44007	Woodburn and Coburg.....	Oregonian Rwy. Co. (limited) line.	79.67	6	4,428.07	.....	4,428.07	55.58	.....	.....
44008	Dundee Junction (n. o.) and Airle.	do.	52.60	6	2,248.65	.....	2,248.65	42.75	.....	.....
44009	Shenando Junction (n. o.) and Sheridan.	do.	7.21	12	368.22	.....	368.22	42.75	.....	.....
44010	Almira Station (n. o.) and Lebanon.	Oregon and California R. R.	12.50	6	534.37	.....	534.37	42.75	.....	.....
44011	Willows Junction (n. o.) and Harney.	Oregon Short Line and Utah Northern Rwy.	46.26	6	2,067.80	.....	2,067.80	45.32	.....	Pay not fixed on 0.19 mile.
44012	Portland Station (n. o.) Oregon and Vancouver Station (n. o.), Wash.	Portland and Vancouver Rwy.	.....	.....	.....	.....	.....	.....	.....	Pay not fixed.
			1,185.71		150,744.98	18,704.00	169,448.98	.....	.....	.....
NEVADA.										
45001	Virginia City and Reno.....	Virginia and Truckee R. R.	53.08	7	4,856.28	.....	4,856.28	91.40	.....	Pay is based on a service of not less than six round trips per week.
45002	Palmade and Eureka.....	Eureka and Palisado R. R.	90.88	3	5,283.75	.....	5,283.75	58.14	.....	.....

Colosse and Sites	Colusa and Lake R. R.	7	937.08	937.08	42.75
Campbell and New Almaden	South Pacific Coast Rwy	13	548.76	548.76	42.75
460048	Southern Pacific R. R.	7	6,008.08	6,008.08	76.10
460050	do				
460051	Sacramento Station (n. o.) and Santa Barbara Wharf (n. o.)	80.90	7,008.44	7,008.44	94.05
460052	Aracata and Mad River R. R.	6	453.15	453.15	42.75
460053	Southern California Rwy	61.37	11,071.14	11,071.14	180.40
460054	Southern Pacific R. R.	21.30	910.57	910.57	42.75
460055	Southern California Rwy	86.00	9,117.73	9,117.73	106.02
460056	do	23	419.21	419.21	45.32
460057	Oceanside and Escondido	22.77	992.08	992.08	43.61
460058	do	22.83	566.75	566.75	43.75
460059	Parric and San Jacinto	20.15	961.64	961.64	42.75
460060	Napa Junction and Santa Rosa	27.50	1,735.83	1,735.83	46.17
460061	San Diego and Tia Juana	19.90	850.72	850.72	42.75
460062	Tia Juana Junction (n. o.) and Oneonta	1.99	85.07	85.07	42.75
460063	Los Angeles Station (n. o.) and Orange	31.82	4,461.90	4,461.90	140.23
460064	Hilldale and New Almaden	10.20	436.05	436.05	42.75
460065	Tracy and Los Banos	58.18	2,594.92	2,594.92	47.83
460066	Fresno and Porterville	70.65	2,964.83	2,964.83	42.75
460067	Conrad Station (n. o.) and Tustin City	11.05	472.38	472.38	42.75
460068	Studebaker Station (n. o.) and Whittier	6.69	295.99	295.99	42.75
460069	Willow and Frito	17.18	734.44	734.44	42.75
460070	Alton and Soledad	7.20	307.59	307.59	42.75
	Railroad of Pacific Lumber Co.	13.50	660,649.19	660,649.19	761,798.60
		4,492.69			

D.—Steamboat service in operation on the 30th of June, 1890.

No. of route	State and terminal.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
MAINE.						
81	Bangor to Deer Isle.....	Bangor and Bar Harbor Steamboat Co.....	\$200.00	Miles. 50	12	During season of navigation, from about May 1 to November 30, at \$5 per round trip.
82	Bar Harbor to Mount Desert Ferry.....	Henry F. Dowst.....	2,500.00	7	18	For 14 months, from June 25 to October 20.
83	{ Bath to Booth Bay Harbor.....	{ Eastern Steamboat Co.....	1,250.00	{ 16 25	{ 12	{ For 8½ months, from October 21 to June 24.
84	{ Wiscasset to Booth Bay Harbor.....	{ J. B. Colegrove.....	780.00	{ 180	{ 6	{ For 8 months.
85	{ Portland to Eastport.....	{ For Island and Rockland Steamboat Co. 1	1,493.00	{ 17	{ 12	{ For 4 months.
86	Vinal Haven to Rockland.....	{ Bar Harbor and Winter Harbor Steamboat Co.....	416.00	7	6	From June 1 to September 30, at \$4 per round trip.
87	Bar Harbor to Winter Harbor.....	J. R. Figg.....	500.00	16	6	For 5 months.
88	Middle Dam to Errol, N. H.....	F. C. Barker.....	275.00	13	6	For 4½ months, from May 25 to September 30.
89	Remis to Indian Rock.....	H. T. Kimball.....	180.00	8	6	For 4 months.
90	Rangeley to Indian Rock.....	Lemuel Nichols.....	764.00	20	6	From May 16 to November 15, by steamboat, and by "Star" from November 16 to May 15.
91	Greenville to Kineo.....	Henry P. Dewry.....	800.00	11	6	For 9 months.
92	Chequesque Inland to Portland.....	Horace B. Soule.....	200.00	9	6	
93	Portland to Cousin's Island.....	Bien M. Pike.....	1,200.00	3	12	
94	Eastport to Lubec.....		10,728.00	375.50		
NEW HAMPSHIRE.						
1095	George's Mills to Newbury.....	Woodcum Steam-boat Co.....	100.00	9.25	6	From June 16 to September 15, 1890.
1096	Alton Bay to Centre Harbor.....	Boston and Maine Railroad Co.....	1,383.00	{ 10 18	{ 6 8	{ From June 21 to October 31; \$16 per round trip, three times a week over whole route, and \$3 per round trip three times a week between Alton and Wolfborough.
1097	Lakeside to Camp Carbon, Me.....	N. E. Chappel.....	1,000.00	7.50	6	From June 1 to October 31.
1098	Lakeside to Wm. Worth's Location.....	Andruscoign Lakes Transportation Co.....	725.00	17	6	From May 1 to October 31.
1099	The Weirs to Wolfborough.....	Winnipisseeogee Steam-boat Co.....	700.00	30	6	From June 1 to October 20.
MASSACHUSETTS.						
3097	Woods' Holl to Nantucket.....	{ New Bedford, Martha's Vineyard, and Nantucket Steamboat Co.	7,875.00	34	12	For 6 months from May 1 to October 31.
3098	New Bedford to Nantucket.....	W. H. Smith.....	800.00	6	12	For 6 months from November 1 to April 30.
3099	New Bedford to Cuttyhunk.....	do.....	1,500.00	14	12	For 3 months from June 21 to September 20.
					6	For 3 months, from June 15 to September 14.
					1	For 9 months, from September 15 to June 14.

3100	New Bedford to Edgartown	New Bedford, Martha's Vineyard, and Nantucket Steam-boat Co.	3,000.00	30	6	The year round on 30 miles; 19 additional trips per week from June 23 to September 10 on 2½ miles.
			12,975.00	84		
4097	{ Block Island to Newport.	{ George W. Conley and Martin V. Ball.	3,500.00	30	6	For 3 months, from June 15 to September 15.
4098	{ Newport to Providence.	{ Henry L. Ripley.	203.00	5	3	For 9 months, from September 15 to June 15.
	Watch Hill to railroad station (n.o.)				6	For 3 months, from June 15 to September 15.
4100	Newport to Wicford Junction (n.o.)..	Newport and Wicford Railroad and Steamboat Co.	9,000.00	15	13	For 2½ months, from June 20 to September 15.
					23	For 5 months, from June 1 to October 31.
			12,703.00	80	13	For 7 months, from November 1 to May 31.
7577	Brooklyn to Jersey City	Brooklyn Annex Co.	2,500.00	3,50	26	From March 15 to November 30.
7578	Sag Harbor to New London	Ellis P. Morgan	3,000.00	37	6	From March 15 to December 15.
7579	Penn Yan to Hammondsport	Crooked Lake Navigation Co.	175.00	23	6	From April 1 to December 10.
7580	Canandaigua to Naples	James McKechnie	500.00	21	6	Includes all side service.
7587	Geneva to Watkins	W. B. Catching	2,900.00	42	6	From June 1 to October 20.
7589	Lake George to Fort Ticonderoga	J. R. Colegrove	1,650.00	40.75	6	During season of navigation (about nine months.)
7590	Plattsburgh to Burlington	do	1,500.00	24	6	For three months.
7640	Fisher's Island to New London	Chas. E. Nash	600.00	10	13	For eight months.
			13,005.00	201.31	3	
10090	Washington to Colonial Beach	J. R. Colegrove	333.00	75	3	June 1 to September 30.
10091	Washington to Glymont	Thos. Adams	2,130.00	30	6	
10093	Baltimore to Chestertown	Chester River Steamboat Co.	750.00	58	3	
10094	Baltimore to Benedict	Henry Williams	2,500.00	129.50	2	
10095	Baltimore to Fitchetts	Maryland Steamboat Co.	1,800.00	195.75	2	
10096	Baltimore to Cambridge	Choptank Steamboat Co.	725.00	96.75	3	
10097	Baltimore to West Point	{ Baltimore, Chesapeake and Richmond } { Steamboat Co.	3,000.00	192	6	December 1 to February 1. February 2 to November 31.
10098	Baltimore to Salisbury	Maryland Steamboat Co.	900.00	137	1	January 1 to February 23.
10099	Baltimore to Tolchester Beach	Tolchester Steamboat Co.	410.53	26	3	March 1 to December 31.
					6	June 1 to Sept. 15.
					6	115 miles, May 1 to December 31.
10100	Baltimore to Wilson's Wharf	Eastern Shore Steamboat Co.	3,500	238.50	2	123½ miles, May 1 to December 31.
					2	115 miles, January 1 to April 30.
			10,204.53	1,178.50	1	123½ miles, January 1 to April 30.

* Four months.

D.—Steam-boat service in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminl.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
	VIRGINIA.			Miles.		
11083	Exmore to Broadwater.	Joseph L. Ferrell.	\$875.00	15	3	
11084	Portsmouth to Cape Charles.	A. J. Casault.	10,971.63	42.50	7	
11085	Newport News to Norfolk.	Chesapeake and Ohio Railway Co.	2,500.00	18	14	
11086	Franklin City to Chincoteague Island.	H. F. Kennedy (trustee)	1,000.00	7	6	
11087	Norfolk to Baltimore.	Baltimore Steam Packet Co.	12,000.00	181	3	
11088	Norfolk to Thompson's Wharf.	Old Dominion Steamship Co.	1,200.00	71	3	
11089	Norfolk to Richmond.	Virginia Steamboat Co.	4,000.00	132.50	3	
11100	Fredericksburgh to Baltimore.	Henry Williams.	6,000.00	289	2	On 83 miles.
			83,346.62	757	3	On 267 miles.
	NORTH CAROLINA.					
12083	Edenton to Mackey's Ferry.	John L. Roper Lumber Co.	700.00	12	6	
12085	Edenton to Jameville.	M. K. King.	1,041.16	33	6	
12090	Elizabeth City to Fairfield.	Frank N. Husey.	2,500.00	109	3	
12087	Edenton to Franklin.	J. H. Bogart.	3,000.00	88	3	
12088	Plymouth to Windsor.	Charles F. Hardin.	1,075.00	30	6	
12089	Wilmington to Southport.	Richard Dasher.	1,034.00	23	6	
12100	Wilmington to Fayetteville.	W. S. Cook.	830.00	121	3	
			13,314.16	431		
	SOUTH CAROLINA.					
14094	Young's Island to Edisto Island.	Henry O. Roop.	987.00	12	6	
14095	Georgetown to Bucksville.	J. R. Colegrove.	1,200.00	47	3	
14096	Charleston to Montreville.	William M. Bird.	1,175.00	8	14	
			3,462.00	67		
	GEORGIA.					
15098	Brunswick to Barkley.	Max Ullman.	600.00	24	6	
15100	Brunswick to St. Simon's Mills.	Urbanus Dart.	1,200.00	12	12	
			1,800.00	36		

FLORIDA.									
18085	Leeburgh to Yallahs	Florida Southern Railway Co	199.00	8.50	6				
18086	Port Tampa to Ellenton	Orange Belt Railway Co	4,000.00	48	6				
18088	Palatka to Drayton Island	James B. Colegrove	2,800.00	39	6				
18091	Port Tampa to Havana, Cuba	Henry B. Plant	57,578.74	360.25	3			For 6 months.	
18093	Punta Gorda to Myers	William B. Towles	1,982.85	66.75	2			Do.	
18094	Melbourne to Jupiter	Indian River Steam-boat Co	4,250.00	91.75	2				
18095	Titusville to Melbourne	do	3,875.48	46.61	2				
18096	Fernandina to Grandall	John Richardson	1,033.70	22	6			On 12 miles.	
18098	Jacksonville to Orange Dale	J. B. Colegrove	2,500.00	83	2			On 10 miles.	
18099	Chattahoochee to Apalachicola	Peter Burke	8,249.00	140	6				
			85,758.72	855.86	3				
ALABAMA.									
17096	Rome to Gadsden	John J. Seay	2,750.00	155	2				
17097	Mobile to Selma	John Quill	3,600.00	308	2				
17098	Mobile to Demopolis	Edward L. Merkel and Peter Burke	1,900.00	254	1				
17099	Mobile to Point Clear	William J. Hearin	1,487.50	24.25	3			For 6 months.	
			9,737.50	741.25	7			Do.	
MISSISSIPPI.									
18097	English Lookout, La., to Galveston, Miss.	J. R. Pigg	1,490.00	25.50	6				
18098	Vicksburg to Falcona	Sundowner River Packet Co	1,000.00	197	1				
18099	Vicksburg to Greenwood	E. C. Carroll	2,400.00	265.50	1				
			5,490.00	496					
TENNESSEE.									
19091	London to Kingston	Hugh Martin	800.00	80	6				
KENTUCKY.									
20095	Paducah, Ky., to Florence, Ala.	Evansville, Paducah and Tennessee River Packet Co.	3,000.00	277	2				
20098	Louisville, Ky., to Evansville, Ind.	Louisville and Evansville Mail Co.	12,500.00	216.25	6				
20099	Evansville, Ind., to Paducah, Ky.	G. J. Grammar	10,000.00	145.50	6				
			26,500.00	632.75					

D.—Steam-boat service in operation on the 30th of June, 1890—Continued.

No. of route.	State and terminal.	Name of contractor.	Annual pay.	Length of route, miles.	Trips per week.	Remarks.
MICHIGAN.						
2484	Cheboygan to Detroit.	Wm. R. Owen	\$910.00	49	2	April 1 to November 30, at \$3.75 per round trip.
2485	Barber Springs to St. James.	Chas. W. Caskey	1,064.00	51	3	April 1 to November 30, at \$16 per round trip.
2496	Ludington, Mich., to Milwaukee, Wis.	Flint and Pere Marquette Railroad Co.	2,250.83	96	6	May 15 to October 31, at \$15.74 per round trip.
2497	Charlevoix to East Jordan.	M. J. Stockman and John Mason	312.00	17	6	May 15 to November 15, at \$2 per round trip.
2499	Marquette City to Mackinac.	J. B. Colegrove	2,065.00	13	7	
			7,201.83	217		
WISCONSIN.						
2509	Milwaukee, Wis., to Grand Haven, Mich.	Detroit, Grand Haven and Milwaukee Railway Co.	720	85	6	May 1 to October 15, 1890.
MISSOURI.						
2609	Calto, Ill., to Elmo, Ark.	Theodore C. Zeigler	7,000.00	173	3	
ARKANSAS.						
2903	Memphis to Friar's Point.	James Lee, Jr.	7,500.00	123	3	
2906	Arkansas City to Vicksburg.	E. L. Merkel	15,000.00	204.50	3	
2907	Memphis to Arkansas City.	John D. Adams	14,000.00	252.50	2	
2909	Memphis to Gold Dust.	James Lee, sr	8,000.00	115	3	
			44,500.00	700		
LOUISIANA.						
3009	Bolivia (n. o.) to Port Eads.	New Orleans and Gulf Railroad Co.	5,642.88	64	6	On 26 miles.
3002	Natchez to Vicksburg.	Joseph N. Carpenter	8,900.00	112.50	3	On 38 miles.
3003	Natchez to Bayou Sara.	Louis A. Jung	8,973.00	102.75	1	Slide supply.
3004	Baton Rouge to Bayou Sara.	Planters and Merchants' Packet Co.	4,500.00	41	3	
3005	Jonesville to Tooley's.	H. D. Vaughan	3,950.00	59	6	
3006	Lake Charles to Cameron.	A. H. Waitt	2,925.00	55	3	
3007	New Orleans to Fort Vincent.	M. E. Muncy	3,592.00	93.75	2	For 8 months.
3008	New Orleans to Grand Isle.	John F. Kranz	800.00	89	1	For 4 months.
			39,282.56	629		
TEXAS.						
3100	Houston to Bay View.	Leon F. Allen	576.33	39	3	

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

	RAILROAD.						MAIL-MESSENGER.					
	Length of routes.		Annual rate of expenditure.		Number of miles traveled per annum.		Length of routes.		Annual rate of expenditure.		Number of miles traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Maine.....	Miles. 71.91		Dollars. 18,397.83		Miles. 600,680.47		Miles. 6.93		Dollars. 980.62		Miles. 1,698.64	
New Hampshire.....	21.71		9,290.88		80,104.83		6.54		3,478.68		2,567.32	
Vermont.....		1.11	11,422.49		1,151,163.80		12.17	8.14	2,478.00		1,341.60	
Massachusetts.....	61.78		47,462.26		1,183,383.74		1.23		2,744.13		58,701.78	
Rhode Island.....			46,541.67		696,084.96			.87	384.60	724.75	9,027.70	
Connecticut.....		4.45	807,723.53		791,484.54		45.68		7,400.92		35,286.56	
New York.....	212.86		84,456.77		813,093.17		6.33		2,861.65		101,698.88	
New Jersey.....	175.81		269,717.22		1,123,638.22		18.70		84.90		52,119.68	
Pennsylvania.....	13.86		14,685.23		613,474.06		7.91		2,715.17		41,668.35	
Delaware.....		12	17,635.50		1,013,314.21		21.89		2,011.84		8,011.84	
Maryland.....		3.06	51,563.23		238,923.75		8.21		1,918.17		5,362.60	
Virginia.....	498.24										8,368.80	
West Virginia.....	51.52										75,700.60	
North Carolina.....	230.65		10,478.30		172,142.46		28.17		4,230.28		37,073.48	
South Carolina.....	62.06		11,300.48		55,878.02		6.80		868.35		7,665.30	
Georgia.....	353.01		14,375.48		278,180.83		15.48		371.08		7,104.54	
Florida.....	99.49		5,591.70		49,211.68		7.63		323.75		580.40	
Alabama.....			73,719.68		73,719.68		.66		1,080.10		4,337.60	
Mississippi.....	197.61		246.73		141,905.93		9.59		1,838.70		285.20	
Tennessee.....	94.23		6,602.68		58,830.72		1.24		1,121.97		6,103.18	
Kentucky.....	132.70		54,096.41		477,730.11			.78	1,283.18		6,935.50	
Ohio.....	29.85		113,089.42		201,089.56		14.44		4,383.67		84,859.06	
Indiana.....	4.49		24,681.50		28,487.62		11.55		1,303.94		81,582.18	
Illinois.....	75.11		48,811.90		186,114.51		5.63		1,940.36		80,195.08	
Michigan.....	242.08		278,870.44		278,870.44		7.98		3,276.30		86,094.36	
Wisconsin.....	102.05		2,126.69		61,192.64			8.13		1,847.30	93,715.30	
Minnesota.....	275.45		25,653.18		442,856.11		6.86		249.14		42,887.60	
Iowa.....		12.78	9,314.03		13,341.91			1.71	2,623.77		90,370.44	
Missouri.....	83.36		20,663.16		98,984.96		2.24		1,128.51		55,993.44	
Arkansas.....		2.28	2,554.72		4,031.70			2.21		1,255.95	7,332.24	
Louisiana.....	3.08		6,738.44		11,527.86			14.11		1,172.00	24,854.38	
Texas.....	290.18		74,711.78		306,083.47		1.21		2,238.50		20,175.06	
Indian Territory.....	92.21		478.50		67,813.30		3.90		384.00		5,827.70	

E.—Increase and decrease in star, steam-boat, railroad, mail-messenger and special-office service during the year ended June 30, 1890.—Concluded.

	SPECIAL OFFICE.				SUMMARY BY TOTALS.			
	Length of routes.		Number of miles traveled per annum.		Total annual rate of expenditure.		Number of miles traveled per annum.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
Maine.....	22.66		11,783.20		26,572.90		770,545.23	20,961.24
New Hampshire.....	4.25		2,210.00		11,222.93			
Vermont.....		10.50		5,400.00	10,166.18		134,040.83	
Massachusetts.....		11.88		6,177.60	55,831.80		1,219,947.56	
Rhode Island.....					7,547.73		159,544.74	
Connecticut.....	11.87		6,172.40		7,547.73		599,102.98	
New York.....		3.18		1,663.00	830,863.42		1,145,474.89	
New Jersey.....		209.09		108,711.20	95,330.60		805,280.73	
Pennsylvania.....		48.25		25,090.00	28.33		1,785,823.73	
Delaware.....		116.75		38,426.00	354.15		128,334.06	
Maryland.....		10.00		5,300.00	12.14		757,128.87	
Virginia.....	42.00		13,104.00		1,820.45		1,688,605.93	
West Virginia.....	80.25		25,038.00		147,963.11		655,828.33	
North Carolina.....		154.50		46,204.00	41,421.68			
South Carolina.....	50.75		16,834.00		17,874.05		306,960.94	
Georgia.....	176.75		54,834.00		13,392.03		130,620.03	
Florida.....		19.00	74,182.00		16,346.25		346,176.46	
Alabama.....	167.75		112,242.00		8,424.67		164,471.68	
Mississippi.....	143.75		84,370.00		12,849.93		276,017.04	
Tennessee.....		101.00		21,068.00	3,885.50		258,036.63	
Kentucky.....		188.00		39,104.00	15,876.39		229,707.42	
Ohio.....		139.67		43,577.04	58,406.95		532,451.30	
Indiana.....		111.62		84,835.44	131,029.32		309,878.68	
Illinois.....		19.76	12,246.00		62,835.54		62,835.54	
Michigan.....		33.50		6,988.00	57,946.07		196,229.75	
Wisconsin.....		132.00		27,456.00	23,383.06		259,015.63	
Minnesota.....		37.50		7,800.00	11,127.68		78,812.42	
Iowa.....	148.25		67,470.00		82,159.98		457,298.83	
Missouri.....	290.88		60,503.04		15,967.85		36,888.63	
Arkansas.....	113.85		37,377.60		25,546.89		253,255.56	
Louisiana.....	88.06		25,828.32		4,582.85		105,091.30	
Texas.....	608.75		63,310.00		8,804.09		46,696.78	
Indian Territory.....	400.25		187,018.00		91,979.07		575,123.77	
					896.14		270,070.00	

Kansas.....	59.75	9,386.00	410.14	38,793.80	339,260.50	
Nebraska.....			377.56	56,287.98	138,495.50	
Dakota.....			650.68	12,835.58	190,490.46	
Montana.....			1,006.15	11,619.18	150,916.86	
Wyoming.....			561.78	84,917.35	78,983.28	
Colorado.....			83.54	2,761.88	52,033.45	
New Mexico.....				3,083.91	58,536.72	
Arizona.....				2,645.91	83,798.68	
Utah.....	82.00	8,528.00	124.48	10,768.95	63,969.06	
Idaho.....	71.50	7,748.00	54.19	8,112.69	124,413.42	
Washington.....		27,248.00	466.79	28,401.66	323,283.60	
Oregon.....		45,852.00	412.18	34,687.81	179,270.00	
Nevada.....		24,644.00	485.63	88,865.67	164,451.64	
California.....		6,760.00	211.00	241.00	65.52	
Alaska.....		38,020.00	378.93			
Total.....	1,603.66	443,362.28	11,866.58	2,026,972.164	16,540,823.49	33,214.76
Increase (net).....		763,304.38	11,861.58	2,025,783.274	10,567,608.73	

Tennessee.....	1,543.04	38.15	323.09	.....	1,495.26	202.70	112.00	.....	8,088.30	241.85	435.00	.....
Texas.....	2,031.77	83.56	155.75	13.00	7,332.69	760.43	14.84	.....	9,424.45	543.98	170.59	13.00
Utah.....	41.83	.....	28.00	.....	128.38	.....	.....	.....	9,270.12	.....	23.00	.....
Vermont.....	27.08	40	4.00	.....	224.53	58.06	.....	.....	251.63	58.46	4.00	.....
Virginia.....	1,791.67	33.43	204.25	3.00	5,062.47	92.15	1,569.00	145.00	7,694.39	162.24	1,733.25	143.00
Washington.....	578.13	.....	48.00	.....	1,089.34	156.11	582.00	.....	2,488.19	164.11	584.00	4.00
West Virginia.....	2,247.40	68.58	158.23	.....	1,851.14	139.82	35.00	872.78	2,418.54	223.38	183.23	.....
Wisconsin.....	278.93	7.71	29.50	.....	1,060.05	34,890.98	9,513.00	2,925.08	1,365.90	84,868.67	9,564.50	2,925.08
Wyoming.....	429.85	.....	87.00	10.00	8,084.29	.....	486.67	.....	8,574.14	.....	583.67	10.00
Totals.....	34,650.06	968.63	5,251.60	444.76	234,067.82	84,317.52	30,645.44	7,164.83	15,609.64	824.43	3,396.09	49.45
									294,233.82	86,108.62	253.18	7,659.04

RECAPITULATION.

Service.	Deductions.	Remissions on deductions.	Fines.	Remissions on fines.
Railroad.....	\$234,067.82	\$84,317.52	\$98,645.44	\$7,164.83
Steam-boat.....	15,609.64	834.43	3,396.09	49.45
Star.....	34,658.06	968.63	5,251.60	444.76
Mail messenger.....	2,235.90	83.42	1,197.70	7.00
Postal clerks.....	4,037.79	96.02	.....	.....
Totals.....	290,497.21	86,387.07	40,490.83	7,666.04
Net.....	204,210.14	.....	32,814.79	.....
Net deductions and fines.....	237,024.83	.....	.....	.....

G.—Mail service as in operation June 30, 1889, and June 30, 1890, showing increase and decrease, and percentage of increase and decrease, from June 30, 1889, to June 30, 1890.

	June 30, 1889.	June 30, 1890.	Increase from June 30, 1889, to June 30, 1890.	Decrease from June 30, 1889, to June 30, 1890.	Percentage of increase from June 30, 1889, to June 30, 1890.	Percentage of decrease from June 30, 1889, to June 30, 1890.
STAR SERVICE.						
Number of routes.....	15,077	15,887	810	.....	5.37	.....
Length of routes (miles).....	233,331.81	237,454.81	4,125	.....	1.76	.....
Annual rate of expenditure.....	\$5,228,887.07½	\$5,411,066.06½	\$182,278.99½	.....	3.50	.....
Number of miles traveled per annum.....	89,777,600.70	95,160,918.76	5,383,318.06	.....	5.99	.....
Rate of cost per mile traveled.....	5.82 cents.	5.68 cents.	.....	0.14 cent.	.....	2.40
Rate of cost per mile of length.....	\$22.40	\$22.79	\$0.39	.....	1.74	.....
Average number of trips per week.....	3.69	3.85	0.16	.....	4.33	.....
REGULATION-WAGON SERVICE (included in star service.)						
Number of routes.....	30	36	6	.....	20.00	.....
Length of routes (miles).....	400.70	507.04	106.34	.....	26.53	.....
Annual rate of expenditure.....	\$463,729.74	\$451,048.14	\$47,318.40	.....	11.72	.....
Number of miles traveled per annum.....	1,516,344.65	1,945,290.37	428,945.72	.....	28.28	.....
Rate of cost per mile traveled.....	26.62 cents.	23.18 cents.	.....	3.44 cents.	.....	12.92
Rate of cost per mile of length.....	\$1,007.56	\$889.57	.....	\$117.99	.....	11.71
Average number of trips per week.....	36.38	36.89	0.51	.....	1.40	.....
STAR SERVICE (omitting regulation-wagon service).						
Number of routes.....	15,047	15,851	804	.....	5.34	.....
Length of routes (miles).....	232,931.11	236,949.77	4,018.66	.....	1.72	.....
Annual rate of expenditure.....	\$4,824,657.33½	\$4,960,617.92½	\$135,960.59½	.....	2.81	.....
Number of miles traveled per annum.....	88,261,256.05	93,215,628.39	4,954,372.34	.....	5.61	.....
Rate of cost per mile traveled.....	5.46 cents.	5.32 cents.	.....	0.14 cent.	.....	2.56
Rate of cost per mile of length.....	\$20.71	\$20.93	\$0.22	.....	1.01	.....
Average number of trips per week.....	3.64	3.78	0.14	.....	3.84	.....
STEAM-BOAT SERVICE.						
Number of routes.....	128	129	1	.....	0.78	.....
Length of routes (miles).....	10,597.87	10,456.42	.....	141.45	.....	1.33
Annual rate of expenditure.....	\$446,032.48	\$462,819.72	\$16,787.24	.....	3.76	.....
Number of miles traveled per annum.....	3,170,274.26	3,236,806.05	66,531.79	.....	2.09	.....
Rate of cost per mile traveled.....	14.06 cents.	14.29 cents.	0.23 cent.	.....	1.63	.....
Rate of cost per mile of length.....	\$12.08	\$44.26	\$2.18	.....	5.18	.....
Average number of trips per week.....	2.87	2.97	0.10	.....	3.48	.....
MAIL-MESSENGER SERVICE.						
Number of routes.....	6,344	6,714	370	.....	5.83	.....
Length of routes (miles).....	5,023.27	5,245.33	222.06	.....	4.42	.....
Annual rate of expenditure.....	\$949,188.85	\$1,019,287.56	\$70,098.71	.....	7.38	.....
Number of miles traveled per annum.....	10,781,753.89	9,563,017.40	.....	1,218,736.49	.....	11.30
Rate of cost per mile traveled.....	8.80 cents.	10.65 cents.	1.85 cents.	.....	21.02	.....
Rate of cost per mile of length.....	\$186.96	\$194.32	\$5.37	.....	2.84	.....
Average number of trips per week.....	20.63	17.53	.....	3.10	.....	15.02

G.—Mail service as in operation June 30, 1899, and June 30, 1890, etc.—Continued.

	June 30, 1899.	June 30, 1890.	Increase from June 30, 1890, to June 30, 1899.	Decrease from June 30, 1899, to June 30, 1890.	Percentage of increase from June 30, 1890, to June 30, 1899.	Percentage of decrease from June 30, 1899, to June 30, 1890.
RAILROAD SERVICE.						
Number of routes	2,113	2,199	86		4.07	
Length of routes (miles)	150,381.53	154,779.35	4,397.82		2.92	
Annual rate of expenditure:						
For transportation	\$19,441,095.78	\$20,869,231.55	\$1,428,135.77		7.84	
For railway post-office cars	\$2,198,517.55	\$2,526,000.11	\$327,482.56		14.89	
For transportation and railway p. o. cars combined	\$21,639,613.33	\$23,395,231.66	\$1,755,618.33		8.11	
Number of miles traveled per annum	204,192,489.08	215,765,680.17	11,573,191.09		5.64	
Rate of cost per mile traveled:						
For transportation	9.52 cents.	9.67 cents.	0.15 cent.		1.57	
For transportation and railway p. o. cars combined	10.59 cents.	10.84 cents.	0.25 cent.		2.36	
Rate of cost per mile of length:						
For transportation	\$129.27	\$134.63	\$5.36		4.20	
For transportation and railway p. o. cars combined	\$143.89	\$151.15	\$7.26		5.04	
Average number of trips per week	13.05	13.40	0.35		2.68	
SPECIAL OFFICE SERVICE.						
Number of routes	1,999	2,176	177		8.85	
Length of routes (miles)	16,824.66	20,052.81	3,228.15		19.18	
Annual rate of expenditure	\$51,609.16	\$42,840.13		\$8,769.03		16.99
Number of miles traveled per annum	2,979,766.36	3,733,070.61	753,304.25		25.28	
Rate of cost per mile traveled	1.73 cents.	1.14 cents.		0.59 cent.		34.10
Rate of cost per mile of length	\$3.06	\$2.13		0.93 cent.		30.39
Average number of trips per week	1.70	1.79	0.09		5.28	
RAILWAY POST-OFFICE CLERKS.						
Number of clerks	5,448	5,836	388		7.12	
Annual rate of expenditure	\$5,268,600.00	\$5,818,685.00	\$550,085.00		10.44	
MAIL EQUIPMENTS.						
Mail-bags, mail-bag catchers, etc.	\$180,901.30 ¹ / ₂	\$222,857.47 ¹ / ₂	\$41,956.17 ¹ / ₂		23.19	
Mail-locks and keys, etc.	\$15,729.53	\$14,768.63		\$960.90		6.10
Repair-shop for mail equipments.		\$9,889.05	\$9,889.05			
Total annual rate of expenditure	\$196,630.83 ¹ / ₂	\$247,515.15 ¹ / ₂	\$50,884.32 ¹ / ₂		25.87	
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure	\$295,656.38	\$295,421.78		\$233.60		0.07
RECAPITULATION.						
Total number of routes	25,661	27,165	1,444		5.62	
Total length of routes (miles)	416,159.14	427,990.72	11,831.58		2.84	
Total annual rate of expenditure	\$34,075,717.10 ¹ / ₂	\$36,693,437.07	\$2,617,719.96 ¹ / ₂		7.68	
Total number of miles traveled per annum	310,901,884.29	327,409,493.02	16,507,608.73		5.30	
Rate of cost per mile traveled	10.96 cents.	11.20 cents.	0.24 cent.		2.18	
Rate of cost per mile of length	\$31.88	\$35.73	\$3.85		4.70	
Average number of trips per week	7.18	7.35	0.17		2.36	

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in States routes in other States and Territories; the re-adjustment of the rates based upon returns mails and railway post-office clerks, and the number of trips per week, in accordance with

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails, carried over entire route, per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MAINE.		Miles.	Pounds.		Feet and inches.	
2	Newport, Foxcroft....	Maine Central R. R....	28.64	500	25	no apt	12
	NEW HAMPSHIRE.						
1004	Hookeet, Centre Barnstead.	The Concord and Montreal R. R.	24.68	453	19	apt. 8 by 7, 11.....	10.96
1007	Fabyan House, N. H., South Lunenburg, Vt.	Boston and Lowell R. R.	22.42	948	21	apt. 12 by 6.4 (av.) 11.	9.6
1017	.....do	Maine Central R. R....	20.72	852	30	apt. 14.8 by 7.5 (av.), 11.	6
	VERMONT.						
1019	Belmont, Tilton.....	The Concord and Montreal R. R.	6.82	103	20	no apt	12
2017	Montpelier Junction (n. o.), Williamstown	Central Vermont R. R.	15.08	318	11	.....do	26.31
	MASSACHUSETTS.						
3034	North Grafton Sta. (n. o.), West Upton.	Grafton and Upton R. R.	7.87	240	18	.....do	24
104035	Boston, Mass., Providence, R. I.	Old Colony R. R.	43.98	24,160	38	r. p. o. 55.2 by 8.10 (av.) 21, 11.40 ft. authorized. Apt. 18.6 by 8.10 (av.) 11. to Mansfield, 24.53 m.; 2 l. residue, 19.45 m.	118.57
104036	Boston, Dedham.....	.....do	9.74	547	16	no apt	45.61
104037	Canton Junction (n. o.), Stoughton.	.....do	8.94	501	20	.....do	30
3074	Boston, Riverside Junction (n. o.)	Boston and Albany R. R.	12.19	1,923	18	apt. 8 by 2.8, 21.....	41.98
	CONNECTICUT.						
3077	Mount Tom, East-hampton Station (n. o.)	Connecticut River R. R.	3.50	131	20	no apt	24
3081	Chatham Station (n. o.), Harwich Junction (n. o.)	Old Colony R. R.	7.04	192	18	.....do	12
3082	Lowell Junction (n. o.), Lowell Station (n. o.)	Boston and Maine R. R.	8.50	40	27	.....do	6

and Territories in which the contract term expired June 30, 1890, and also on certain new of the weight of the mails, the speed with which they are conveyed, the accommodations for the aqts of March 3, 1873, July 12, 1876, and June 17, 1878.

apartment; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
64.13		56.43		1,836.68		1,721.64		Apr. 1	Weighted 30 days from Apr. 1, 1890. From Feb. 15, 1890, on 13.7 m. extension from Dexter to Foxcroft.
60.71		64.13		1,408.32		1,568.15		Apr. 1	Weighted 30 days from Apr. 1, 1890. From Jan. 27, 1890, on 4.26 m. extension from Pittsfield to Centre Barnstead.
82.94		70.11		1,942.45		1,700.86		1889. July 1	Weighted 30 days from Sept. 24, 1888, on 0.84 m. decrease.
78.66				1,629.83				Oct. 7	Weighted 30 days from Apr. 1, 1890. From Oct. 7, 1889, on 17.78 m.; and from Mar. 20, 1890, on 2.94 m. extension from Scott, N.H. to South Lunenburg, Vt.
42.75				291.55				Nov. 11	Weighted 30 days from Apr. 1, 1890. From Nov. 11, 1889. New.
50.45		50.00		760.78		450.17		Oct. 8	Weighted 30 days from Oct. 8, 1889. From Dec. 17, 1888, extension from Barre to Williamstown, 7.45 m.
45.32		42.75		356.66		348.57		1890. Apr. 1	Weighted 30 days from Apr. 1, 1890. From July 1, 1890, on 4.72 m. extension from Grafton to West Upton.
375.35	75.00	245.39	75.00	16,507.89	3,298.50	10,792.25	3,298.50	July 15	Weighted 30 days from July 15, 1890.
65.84		69.26		641.28		674.59		July 15	Do.
64.13		45.32		252.67		178.56		July 15	Do.
124.83		91.49		1,521.67		1,218.27		Apr. 1	Weighted 30 days from Apr. 1, 1890. From Dec. 2, 1889, on 3.09 m. extension from Cook street station to (n.o.) Riverside June (n.o.)
42.75				149.62				1889. Dec. 2	Weighted 30 days from Apr. 1, 1890. From Dec. 2, 1889. New.
42.75				300.96				Apr. 1	New. Weighted 30 days from Oct. 8, 1889.
42.75				363.37				July 10	New. Weighted 30 days from Oct. 8, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
104038	MASSACHUSETTS—cont'd Boston, South Braintree.	Old Colony R. R.	11.36	17,707 ²⁴		r. p. o. 40 by 8.6, 1 l. Apt. 30 by 8.11 (av.) 4 l. to Braintree, 9.95 m.; 3 l. residue, 1.61 m.	190.32
104039	South Braintree, Mass., Newport, R.I.	do	61.85	3,690 ²⁵		r. p. o. 49 by 8.6, 1 l. to Middleborough, 23.29 m.; apt. 29.3 by 9 (av.) 1 l. to Middleborough, 22.29 m.; 1 l. between Fall River and Newport, 18.87 m. No apt. residue.	37.11
104040	South Abington Station, Bridgewater.	do	7.43	155 ²³		no apt.	22.41
104041	Middleborough, Provincetown.	do	86.38	4,394 ²⁶		r. p. o. 40 by 8.6, 1 l.; apt. 20.6 by 9.2, 1 l.	14.70
104042	Attleborough, Middleborough.	do	22.06	296 ²⁶		no apt.	19.89
104044	South Braintree, Fall River.	do	39.70	2,229 ²⁶		apt. 20 by 8.10, 1 l.	38
104045	Buzzard's Bay, Wood's Holl.	do	17.83	1,699 ²⁸		no apt.	22
104046	South Braintree, Plymouth.	do	26.62	1,699 ²⁶		apt. 20 by 8.10, 1 l. to Kingston, 21.89 m.; 2 l. residue, 4.78 m.	37.86
104047	Sterling Junction, Pratt's Junction.	do	4.83	559 ²⁴		no apt.	18
104048	Yarmouth Junction (n. o.), Hyannis.	do	3.54	271 ²⁶		do	24
104049	South Framingham, Lowell.	do	29.44	1,642 ²⁶		apt. 19.4 by 8.10 (av.) 2 l.	12
104050	Fairhaven, Tremont Junction (n. o.).	do	15.26	438 ²⁴		no apt.	12
104051	New Bedford, Fitchburg.	do	93.16	1,583 ²⁶		apt. 18.10 by 7.10 (av.) 1 l. between Taunton and Mansfield, 10.93 m.; 2 l. thence to South Framingham, 21.29 m.; 1 l. residue, 33.98 m.	34.83
104054	New Bedford, Fall River.	do	14.90	79 ²³		no apt.	18
104061	Attleborough, North Attleborough.	do	4.02	673 ¹⁹		do	36
104064	Braintree Junction (n. o.), Kingston Station (n. o.).	do	32.20	1,511 ¹⁹		apt. 20 by 8.10, 1 l.	24.53
104065	Atlantic, West Quincy.	do	3.72	140 ¹⁹		no apt.	18
104073	Readville, Dedham.	do	2.28	183 ¹⁷		do	18.60
104076	North Abington, Hanover.	do	7.81	206 ¹⁹		do	16.65
104081	Chatham Station (n. o.), Harwich Junction (n. o.).	do	7.04	229 ²³		do	12
	NEW YORK.						
6021	Rochester, Charlotte.	New York Central and Hudson River R. R.	9.41	76 ²³		no apt.	12
6044	Mineola, Oyster Bay.	Long Island R. R. Co.	14.61	422 ²⁷		do	15
107074	Vail's Gate Junction (n. o.), Newburgh Junction (n. o.).	New York, Lake Erie and Western R. R.	12.60	260 ²⁵		do	25.11
6101	Sidney, Edmeston.	New York, Ontario and Western Rwy.	32.29	477 ²⁰		apt. 15 by 6.10, 1 l.	10.67

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
306.09	25.00	268.47	25.00	3,477.18	284.00	3,049.81	284.00	July 15	Weighed 30 days from July 15, 1890.
182.19	25.00	146.21	25.00	2,834.85	562.25	2,908.97	562.25	July 15	Do.
42.75	42.75	.....	317.68	.....	317.68	.....	July 15	Do.
161.00	25.00	153.90	25.00	13,959.00	2,159.50	13,293.88	2,159.50	July 15	Do.
49.59	42.75	.....	1,093.95	.....	942.06	.....	July 15	Do.
130.82	79.53	.....	5,193.55	.....	2,156.94	.....	July 15	Do.
114.57	65.84	.....	2,042.78	.....	1,172.92	.....	July 15	Do.
112.86	77.81	.....	3,064.33	.....	2,071.30	.....	July 15	Do.
65.84	51.90	.....	318.00	.....	247.77	.....	July 15	Do.
47.03	42.75	.....	166.48	.....	151.33	.....	July 15	Do.
112.86	131.97	.....	3,322.59	.....	2,876.36	.....	July 15	Do.
59.00	55.58	.....	900.34	.....	848.15	.....	July 15	Do.
110.30	111.15	.....	10,165.24	.....	10,242.58	.....	July 15	Do.
42.75	42.75	.....	636.97	.....	636.97	.....	July 15	Do.
70.97	64.13	.....	285.29	.....	257.80	.....	July 15	Do.
106.88	65.84	.....	3,441.58	.....	2,120.04	.....	July 15	Do.
42.75	42.75	.....	159.03	.....	159.03	.....	July 15	Do.
42.75	42.75	.....	97.47	.....	97.47	.....	July 15	Do.
42.75	42.75	.....	333.87	.....	333.87	.....	July 15	Do.
43.61	42.75	.....	307.01	.....	300.96	.....	July 15	Do.
42.75	462.27	.....	.....	.....	1890. Nov. 15	Weighed 30 days from Apr. 1, 1890. From Nov. 15, 1889. New.
58.14	49.74	.....	849.42	.....	741.88	.....	1890. May 15	Weighed 30 days from May 15, 1890. From Oct. 1, 1889, on 3.17 m. extension from Locust Valley to Oyster Bay.
47.08	145.35	.....	592.57	.....	1,831.41	.....	1890. Sept. 9	Weighed 30 days from Sept. 9, 1890.
62.42	58.43	.....	2,077.96	.....	1,463.22	.....	Oct. 8	Weighed 30 days from Oct. 8, 1889. From July 1, 1889, on 7.36 m. ext. from New Berlin to Edmeston, and 7.08 m. from May 22 to June 30, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trip per week.
	NEW YORK—cont'd.		Miles.	Pounds.		Feet and inches.	
6106	Binghamton, Buffalo.	Delaware, Lackawanna and Western R. R.	202.55	803.30		no apt.	23.95
6140	Summitville, Huguenot Junction (n. o.).	Port Jervis, Monticello and New York R. R.	17.56	43.20		do	6
6141	Auburn, Genoa	Lehigh Valley R. R.	21.59	144.15		do	6
6142	Prattsburgh, Kanona.	Kanona and Prattsburgh R. R.	12.00	126.16		do	13
6143	Wayland, Bolivar.....	The Lackawanna and Southwestern R. R.	58.90	120.20		do	9.81
6144	Angelica, Belfast Junction (n. o.).	do	6.57	85.20		do	6
	NEW JERSEY.						
7047	Sea Isle City, Avalon.	West Jersey R. R.	4.02	24.22		do	12
7067	Pottersville, White House Station.	Rockaway Valley R. R.	8.57	87.11		do	12
7068	Atlantic City, Longport.	Camden and Atlantic R. R.	7.08	56.13		do	12
7069	Matawan Junction, (n. o.), Atlantic Highlands.	Central R. R. Co. of New Jersey.	11.03	240.20		do	19.78
7070	Brown's Mills, Brown's Mills Junction (n. o.).	Pennsylvania R. R.	1.92	41.24		do	12
	PENNSYLVANIA.						
8018	Scranton, Carbondale.	Delaware and Hudson Canal.	17.37	1,346.20		apt. 10.1 by 6.2 (av.), 3 l.	20
8062	Carlisle, Pine Grove Furnace.	South Mountain Rwy. and Mining Co.	18.97	458.		apt. 12.6 by 7.5 (av.), 1 l. to Hunter's Run, 10.35 m.; no apt. real due.	15.27
8094	Oxford, Peter's Creek.	Peach Bottom R. R.	20.23	102.20		no apt.	6
110110	Hartley Hall, Nordmont.	Williamsport and North Branch R. R.	27.16	468.20		apt. 9 by 8, 1 l.	12
8155	Hunter's Run, Gettysburgh.	Gettysburgh and Harrisburg R. R.	22.64	712.		apt. 14.3 by 7.5, 1 l.	13.89
8173	Jameson City, Bloomsburgh.	Bloomsburgh and Sullivan R. R.	30.42	175.22		apt. 8.4 by 6.6, 1 l.	12
8177	Bloomsburgh, Rupert.	Rupert and Bloomsburgh R. R.	2.19	54.15		no apt.	12
8182	La Joes Station (n. o.), Hastings.	Pennsylvania R. R.	14.28	63.10		do	6
8183	Duncan on, New Bloomfield.	Ferry County R. R.	11.48	236.12		do	15

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
24.56		24.56		5,000.00		5,000.00		Dec. 2	Weighted 30 days from Apr. 1, 1890. Service established Dec. 2, 1889, at \$5,000 per annum for two years.
43.75				750.00				Oct. 10	Weighted 30 days from Apr. 1, 1890. From Oct. 10, 1889. New.
43.75				922.97				Feb. 3	Weighted 30 days from Apr. 1, 1890. From Feb. 3, 1890. New.
42.75				541.21				Feb. 10	Weighted 30 days from Apr. 1, 1890. From Feb. 10, 1890. New.
43.75				2,521.82				Feb. 24	Weighted 30 days from Apr. 1, 1890. From Feb. 24, 1890. New.
43.75				293.00				Feb. 24	Do.
43.75				171.85				July 29	1889. Weighted 30 days from Apr. 1, 1890. From July 29, 1889. New.
42.75		42.75		308.36		308.36		Apr. 1	1890. Weighted 30 days from Apr. 1, 1890. From Dec. 23, 1889, on 3.85 m. ext. from New Germantown to Pottersville.
43.75				302.67				July 24	1889. Weighted 30 days from Apr. 1, 1890. From July 24, 1889. New.
52.16				575.32				Oct. 24	Weighted 30 days from May 12, 1890. From Oct. 24, 1889. New.
43.75				82.08				Mar. 3	1890. Weighted 30 days from Apr. 1, 1889. From Mar. 3, 1890. New.
100.04		80.37		1,787.00		1,402.45		July 1	1889. Weighted 30 days from Oct. 8, 1889. 0.08 m. decrease.
60.71		57.29		1,151.00		1,066.79		July 1	Weighted 30 days from Feb. 12, 1889.
42.75		42.75		864.83		817.88		July 1	Weighted 30 days from Feb. 19, 1889. 1.11 m. increase.
61.56		47.88		1,671.96		1,300.42		Sept. 9	1890. Weighted 30 days from Sept. 9, 1890.
72.88		60.26		1,645.47		1,578.43		July 1	1889. Weighted 30 days from Feb. 19, 1889. 0.15 m. decrease.
43.75		43.61		1,300.45		901.85		Oct. 23	Weighted 30 days from Oct. 23, 1889. 9.74 m. ext. from Benton to Jameson City from Apr. 1, 1889, to June 30, 1889, and from July 1, 1889.
42.75				93.62				Nov. 1	Weighted 30 days from Apr. 1, 1890. New.
42.75				614.74				Mar. 1	Weighted 30 days from Oct. 8, 1889. New.
47.03				539.90				Dec. 18	Weighted 30 days from Apr. 1, 1890. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	PENNSYLVANIA—cont'd.		Miles.	Pounds.		Feet and inches.	
8184	McGee's Station (n. o.), Glen Campbell.	Pennsylvania R. R.	8.57	20 13		no apt.	6
8185	Mount Pleasant, Scottsdale Junction (n. o.).	.....do	5.65	257 15		.....do	15
8186	Pond Creek Junction (n. o.), Sandy Run.	Central R. R. Co. of New Jersey.	2.71	53 15		.....do	18
8187	McKeesport, Belle Vernon.	Pittsburgh and Lake Erie R. R.	23.01	408 18		apt. 8.10 by 8.10, 1 l.	18
	MARYLAND.						
10029	Orangeville Junction (n. o.), Sparrow's Point.	Northern Central Rwy.	8.14	122 20		no apt.	12.5
113030	Easton, St. Michael's..	Baltimore and Eastern Shore R. R.	11.51	205 20		.....do	12
	VIRGINIA.						
114040	Bristol, Tenn., Clinchport, Va.	South Atlantic and Ohio R. R.	43.42	225 ..		apt. 7.6 by 4.4, 1 l.	6
114042	Portsmouth, Danville.	Atlantic and Danville Rwy.	204.27	309 20		apt. 18.2 by 8.7, 1 l.	6
114043	Graham, Honaker	Norfolk and Western R. R.	55.16	231 18		apt. 11 by 8.9, 1 l.	6
114044	Lynchburg, South Boston.	Lynchburg and Durham R. R.	62.46	838 22		apt. 19.6 by 8.9, 1 l.	6
114045	Scotland, Wakefield Station.	Surry, Sussex and Southampton Rwy.	26.68	106 9		no apt.	6
114046	Skinquarter, Farmville.	Farmville and Powhatan R. R.	66.02	145 14		apt. 7.4 by 5.4, 1 l. between Moseley Junction and Farmville.	6
114047	Portsmouth, Va., Tarborough, N. C.	Norfolk and Carolina R. R.	104.03	416 26		apt. 20 by 9, 1 l.	6
114048	Buffalo Junction (n. o.), Buffalo Lithia Springs.	Atlantic and Danville Rwy.	2.78	113 11		no apt.	12
114049	Goshen Bridge, Rockbridge Alum Springs.	Rockbridge Alum and Goshen R. R.	10.65	186 10		no apt.	14
	WEST VIRGINIA.						
12016	Blue Stone Junction (n. o.), Flipping.	Norfolk and Western R. R.	2.42	84 14		no apt.	7.93

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75				266.36				1890. Feb. 5	Weighted 30 days from Apr. 1, 1890. New.
46.17				260.86				Feb. 10	Do.
42.75				115.85				Feb. 12	Do.
57.20				1,604.69				Mar. 17	Do.
42.75				347.98				1889. Oct. 23	Weighted 30 days from Apr. 1, 1890. From Oct. 23, 1889. New.
42.75				492.05				1890. Apr. 7	Weighted 30 days from July 8, 1890. From Apr. 7, 1890. New.
44.46	52.16			1,930.45		2,248.15		1889. Oct. 1	Weighted 30 days from Oct. 1, 1889. 2.16 m. ext., Speare Ferry to Clinchport from May 27, 1889.
56.43	42.75			11,639.80		3,332.36		1890. May 1	Weighted 30 days from Sept. 2, 1890. 75.73 m., Portsmouth to Bel- field from July 1, 1889; 19.85 m. ext., Bel- field to Lawrenceville from Oct. 1, 1889; 110.69 m. ext., Lawrenceville to Danville from May 1, 1890.
44.46	47.03			2,452.41		915.20		Sept. 16	Weighted 30 days from Sept. 16, 1890. 35.70 m. ext., Kelly to Honaker from March 17, 1890.
52.16	42.75			3,257.91		3,141.60		Apr. 1	Weighted 30 days from Apr. 1, 1890. 20.16 m. ext., Rustburgh to Brook Neal from Aug. 12, 1889; 29.04 m. ext., Brook Neal to South Boston from Feb. 3, 1890.
42.75				858.42				1889. July 8	Weighted 30 days from Oct. 1, 1889. New.
42.75				2,565.85				1890. May 12	Weighted 30 days from Sept. 10, 1890. New.
56.14				6,048.30				May 21	Do.
42.75				161.59				July 21	Do.
42.75				429.63				1890. Aug. 4	Weighted 30 days from Aug. 7, 1890. New.
42.75	42.75			402.70		334.73		1889. Feb. 19	Weighted 30 days from Oct. 1, 1889. 1.59 m. ext., Duhring to Flipping from Feb. 19, 1890.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termind.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	WEST VIRGINIA—cont'd.		Miles.	Pounds.		Feet and inches.	
12018	Martinsburgh, W. Va.	Cumberland Valley R. R.	22.79	834	26	apt. 14.5 by 8.7 (av.), 21.	12
12025	Winchester, Va.	West Virginia Central and Pittsburgh Rwy.	7.15	64	12	no apt.....	12
12026	Harrison (n. o.), Elk Garden	Longdale Iron Co.....	10.10	27	10	no apt.....	6
12027	Sewell Depot, Cliff Top.	West Virginia Central and Pittsburgh Rwy.	35.65	303	20	apt. 8.6 by 7, 11.....	6
	NORTH CAROLINA.						
13012	Greensborough, Rural Hall.	Richmond and Danville R. R.	41.80	740	19	apt. 8 by 6.9, 2 l. to Winston 28.60 m.; no clerk residue.	10.78
13019	Halifax, Greenville...	Wilmington and Weldon R. R.	58.23	372	14	apt. 8.6 by 6.6, 11.....	6
13020	Tarborough, Plymouth.	Albemarle and Raleigh R. R.	55.94	337	13	apt. 8.6 by 6.6, 11.....	7
13021	High Point, Ashborough.	Richmond and Danville R. R.	28.21	202	14	no apt.....	6
13037	Stokesdale, Madison..	Cape Fear and Yadkin Valley Rwy.	11.48	94	11	no apt.....	6
13038	Monroe, N. C., Chester, S. C.	Georgia, Carolina and Northern Rwy.	45.66	81	14	no apt.....	6
13039	Mackey's Ferry, Ro-per.	Albemarle and Pantego R. R.	4.43	26	17	no apt.....	6
13040	Winston, Walnut Cove.	Roanoke and Southern Rwy.	18.52	75	15	no apt.....	6
13041	Henderson, Durham..	Durham and Northern Rwy.	42.05	139	12	no apt.....	12
113031	Factory Junction (n. o.), Ramseur.	Cape Fear and Yadkin Valley Rwy.	19.31	83	10	no apt.....	6
113042	Wilmington, Fayetteville.	.....do.....	82.64	662	23	apt. 20 by 8.10, 1 l.....	6
113043	Aberdeen, Candor....	Aberdeen and West End R. R.	25.36	47	10	no apt.....	6
	SOUTH CAROLINA.						
14026	Blackville, Sievern....	Blackville, Alston and Newberry R. R.	29.09	88	19	no apt.....	6.54
14027	Camden, S. C., Ruth-erfordton, N. C.	Charleston, Cincinnati and Chicago R. R.	149.90	310	22	apt. 22.2 by 8.3, 1 l. .	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
77.81				1,773.25				Nov. 18	Weighed 30 days from April 1, 1890. New.
42.75				305.66				Mar. 4	Weighed 30 days from Oct. 1, 1889. New.
42.75				421.77				Mar. 18	Do.
49.59				1,767.87				Aug. 5	Weighed 30 days from Oct. 1, 1889. 13.67 m., Thomas to Parsons from July 1, 1889; 21.98 m. ext. Parsons to Elkins, from Aug. 5, 1889. New.
74.39	81.48			3,109.50		3,006.64		Oct. 1	Weighed 30 days from Oct. 1, 1889. 12.71 m. ext. Winston to Rural Hall from Aug. 12, 1889.
54.72	42.75			3,186.34		2,951.25		1890. Apr. 1	Weighed 30 days from Apr. 1, 1890. 38.59 m. ext. Scotland Neck to Greenville from Oct. 7, 1889.
52.16	54.72			2,917.83		3,003.66		Apr. 1	Weighed 30 days from Apr. 1, 1890. 22.41 m. ext. Williamston to Plymouth from Dec. 9, 1889.
12.75				1,205.97				1889. Sept. 9	Weighed 30 days from Oct. 1, 1889. New.
42.75				490.77				Feb. 25	Do.
42.75				1,351.96				Mar. 25	Do.
42.75				189.38				May 1	Do.
42.75				791.73				June 10	Do.
43.75				1,797.63				Oct. 1	Weighed 30 days from Apr. 1, 1890. New.
42.75	42.75			825.50		408.26		1890. July 1	Weighed 30 days from Sept. 16, 1890. 9.76 m. ext. Millboro to Ramseur from July 1, 1890.
70.97				5,864.96				Mar. 3	Weighed 30 days from Sept. 16, 1890. New.
42.75				1,084.14				July 7	Do.
42.75	42.75			1,243.58		868.41		1889. April 8	Weighed 30 days from Oct. 1, 1889. 9.01 m. ext. Ferry to Sievern from April 8, 1889.
50.45				7,562.44				Feb. 25	Weighed 30 days from Oct. 1, 1889. 41.50 m. Camden to Lancaster, from June 4, 1888; 23.90 m. ext. Lancaster to Rock Hill from Nov. 5, 1888; 84.50 m. ext. Rock Hill, S. C. to Rutherfordton, N. C. from Feb. 25, 1889. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
SOUTH CAROLINA—con'd.							
14030	Pe Dee Junction (n. o.), S. C., Rowland, N. C.	Florence R. R.	27.50	95	12	no apt.	6
14031	Aiken, Edgefield	Carolina, Cumberland Gap and Chicago Rwy.	24.87	104	16	no apt.	12
14032	Wilson's, Summerton	Wilson and Summerton R. R.	16.06	62	5	do	6
14033	Floyd's (n. o.), Hartsville.	Hartsville R. R.	10.00	78	12	do	6
14034	Sumter, Vance's	Charleston, Sumter and Northern R. R.	36.00	348	20	apt. 12 by 6.6, 1 l.	12
GEORGIA.							
15040	Albany, Ga., Columbia, Ala.	Southeastern R. R.	63.63	451	13	apt. 16 by 9.1, 1 l.	7
15047	Americus, Columbus..	Savannah and Western R. R.	55.33	247	25	apt. 12, 11 by 9.2, 1 l.	7
15052	Macon, Athens	Covington and Macon R. R.	106.07	268	30	apt. 20 by 8.8, 1 l.	7
15054	Union Point, White Plains.	Union Point and White Plains R. R.	13.79	100	13	no apt.	12
15055	Rogers, Stillmore	Rogers and Summit R. R.	31.24	40	10	do	6
15058	Macon, Valdosta	Georgia Southern and Florida R. R.	153.40	234	21	apt. 12 by 7, 1 l.	6.39
FLORIDA.							
15059	Crawford, Lexington..	Lexington Terminal R. R.	4.65	126	15	no apt.	12
15060	Wadley, Blackville....	Donovan, Perkins and Co. R. R.	30.85	60	20	do	6
15061	Statesborough, Dever.	Dover and Statesboro R. R.	10.28	82	13	do	12
15062	Dunlap (n. o.), Smithonia.	Smithonia and Dunlap R. R.	6.54	36	13	do	12
ALABAMA.							
16037	Kissimee, Norcoose ...	St. Cloud Sugar Belt Rwy.	16.56	34	16	no apt.	12
17027	Montgomery, Luverne	Northwest and Florida R. R.	51.69	236	11	apt., 15.9 by 7.6, 1 l.	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
42.75				1,175.62				Feb. 4	1889. Weighed 30 days from Oct. 1, 1889. 17.56 m. Pe Dee Junction (n. o.) to Dillon, from Aug. 6, 1889; 6.94 m. ext. Dillon to Rowland from Feb. 4, 1889. New.
42.75				1,063.19				Feb. 25	Weighed 30 days from Oct. 1, 1889. New.
42.75				686.56				Aug. 12	Do.
42.75				437.50				1890. Jan. 20	Weighed 30 days from April 1, 1890. New.
53.01				1,908.36				Mar. 3	Weighed 30 days from June 2, 1890. New.
59.85	49.59			3,808.25		3,291.35		April 1	Weighed 30 days from April 1, 1890. 13.25 m. ext. Blakely, Ga., to Columbia, Ala., from Oct. 1, 1889.
45.32	42.75			2,507.53		2,480.99		April 1	Weighed 30 days from April 1, 1890. 25.54 m. ext. Buena Vista to Columbus from Dec. 2, 1889.
47.02	43.60			4,968.47		4,741.61		1890. Sept. 4	Weighed for 30 days from Sept. 4, 1889. 34.16 m. ext. Madison to Athens from Jan. 21, 1889.
42.75				589.52				Nov. 4	Weighed 30 days from April 1, 1890. New.
42.75	42.75			1,835.51		855.00		July 1	Weighed 30 days from Oct. 1, 1889. 11.24 m. ext., Summit to Stillmore from July 1, 1889.
44.46				6,820.15				April 1	Weighed 30 days from Sept. 4, 1889. 66.10 m. Macon to Cordelo, from Nov. 5, 1889; 39.85 m. ext., Cordelo to Tifton from Feb. 4, 1890; 47.45 m. ext., Tifton to Valdosta from April 1, 1889. New.
42.75				198.78				Dec. 9	Weighed 30 days from April 1, 1890. New.
42.75				1,318.83				1890. Feb. 3	Do.
42.75				439.47				Jan. 27	Do.
42.75				279.58				Mar. 5	Do.
42.75				707.94				1889. Aug. 19	Weighed 30 days from Oct. 1, 1889. New.
44.46	42.75			2,298.13		2,219.47		Oct. 1	Weighed 30 days from Oct. 1, 1889. 5.69 m. ext., Fatsburgh to Laverne from Mar. 4, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	ALABAMA—continued.		Miles.	Pounds.		Feet and inches.	
17036	Birmingham, Oneonta.	Birmingham Mineral R. R.	30.68	93 19		no apt.....	6
17037	Birmingham, Blocton.	do	51.44	183 18		no apt.....	14
	MISSISSIPPI.						
18026	Lamont, Rosedale.	Louisville, New Orleans and Texas Rwy.	25.63	237 11		no apt.....	6
	TENNESSEE.						
19013	Tullahoma, Ben Air Coal Mine.	Nashville, Chattanooga and St. Louis Rwy.	67.66	508 15		apt. 12 by 9, 1 l.....	6
19027	Memphis, Perryville.	Tennessee Midland Rwy.	125.49	284 25		apt. 18.6 by 7.4, 1 l.....	6
	KENTUCKY.						
20018	Webbville, Greenup.	Eastern Kentucky Rwy.	87.60	150 20		apt. 11 by 6, 1 l.....	10 19
20029	Georgetown, Versailles.	Versailles and Midway Rwy.	19.30	131 20		no apt.....	8.58
20033	Dodge, Hall's Store.	Kentucky Union Rwy.	23.69	184 17		no apt.....	.6
20034	Evansville, Ind., Princeton, Ky.	Ohio Valley Rwy.....	100.67	744 27		apt. 13 by 9, 1 l.....	8.10
20039	Louisville, Lexington.	Louisville, New Albany and Chicago Rwy.	87.49	828 22		apt. 14.6 by 8.8, 1 l. to Lawrenceburgh, 62.80 m.; no clerk res.	11.30
20040	Louisville, Henderson.	Louisville, St. Louis and Texas Rwy.	142.51	681 25		apt. 15 by 8.10, 1 l.....	13
20041	Frankfort, Georgetown.	Kentucky Midland Rwy.	24.57	197 30		no apt.....	15
20042	Owensboro, Fordsville.	Owensboro, Falls of Rough and Green River R. R.	26.78	101 10		no apt.....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75	1,568.07	.....	.....	.....	Apr. 15	Weighted 30 days from Oct. 1, 1889. New.
42.75	2,190.00	.....	.....	.....	July 23	Do.
45.32	1,161.55	.....	.....	.....	Apr. 8	Do.
64.12	62.41	.....	4,330.02	.....	4,332.92	.....	Aug. 1	Weighted 30 days from Aug. 1, 1889. 6.55 m. ext., Sparta to Bon Air Coal Mine from May 6, 1889.
48.74	6,603.77	.....	.....	.....	May 27	Weighted 30 days from Oct. 1, 1889. New. 86.20 m. Memphis to Jackson from July 28, 1888; 46.10 m. ext., Jackson to Perryville from May 27, 1889.
42.75	42.75	.....	1,607.39	.....	1,496.75	.....	July 1	Weighted 30 days from Oct. 1, 1889. 3.29 m. ext., Willard to Webbville from July 1, 1889.
42.75	50.44	.....	825.07	.....	889.65	.....	Oct. 1	Weighted 30 days from Oct. 1, 1889. 10.96 m. ext., Midway to Georgetown from Feb. 11, 1889.
42.75	42.75	.....	1,012.74	.....	632.55	.....	Dec. 23	Weighted 30 days from Apr. 1, 1890. 8.87 m. ext., Clay City to Hall's Store from Dec. 23, 1889.
74.39	63.27	.....	7,483.84	.....	6,480.36	.....	Oct. 1	Weighted 30 days from Oct. 1, 1889. 10.79 m. ext., Henderson, Ky., to Evansville, Ind., from July 15, 1889.
77.61	70.11	.....	6,807.50	.....	6,324.02	.....	1890. Apr. 1	Weighted 30 days from Apr. 1, 1890. 34.69 m. ext., Lawrenceburgh to Lexington from Feb. 10, 1890.
71.82	9,043.63	.....	.....	.....	1890. Feb. 18	Weighted 30 days from Oct. 1, 1889. 30.80 m. Louisville to West Point, lap service on route No. 129000, at \$14.54 per m.; \$2.01 m. West Point to Owensborough from Jan. 7, 1889; 22.70 m. ext., Owensborough to Henderson from Feb. 18, 1889. New.
42.75	1,050.36	.....	.....	.....	Aug. 5	Weighted 30 days from Oct. 1, 1889. New.
42.75	1,144.84	.....	.....	.....	1890. Jan. 1	Weighted 30 days from Apr. 1, 1890. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Size, etc., of mail-car or apartment. *	Average trips per week.
	KENTUCKY—continued.		Miles.	Pounds.		Feet and inches.	
20043	Lawrenceburgh, Harrodsburgh.	Louisville, New Albany and Chicago Rwy.	22.30	773.22		apt. 14.6 by 8.8, 11	10
	OHIO.						
21082	Cincinnati, Portsmouth.	Ohio and Northwestern R. R.	107.23	956.25		apt. 20.1 by 8.1, 11	10.58
21104	Cincinnati, Cheviot ...	Cincinnati and Westwood R. R.	7.50	181.24		no apt.	12
21105	Findlay, Ottawa	American Midland R. R.	21.30	45.16		no apt.	6
	INDIANA.						
22050	Logansport, Clymers (n. o.).	Wabash Western Rwy.	6.80	257.19		no apt.	18.50
22066	Evansville, Newburgh.	Evansville, Suburban and Newburgh Rwy.	10.11	106.18		no apt.	12
	ILLINOIS.						
22839	Carbondale, East Cape Girardeau.	Grand Tower and Carbondale R. R.	55.78	312.17		no apt.	3.33
22045	Marion and Harrison Station (n. o.)	St. Louis, Alton and Terre Haute R. R.	27.21	969.21		apt. 18.6 by 9.3, 11	3.21
22085	Murphysboro, Pinckneyville.	do	23.33	851.21		apt. 18.6 by 9.3, 11	9.5
22103	Chicago, Freeport	Illinois Central R. R.	114.44	5,810.27		r. p. o. 44.4 by 9, 11 (40 feet authorized).	12
22106	Sparta, Coulterville ..	Centralia and Chester R. R.	8.20	171.25		no apt.	15
12107	Newbern, Alton	St. Louis, Alton and Springfield R. R.	13.55	416.21		apt. 11 by 6.10, 11	18
	MICHIGAN.						
24063	Lawton, South Haven.	Toledo and South Haven R. R.	36.03	284.45		no apt.	12.00
24065	Mount Pleasant, Cope- mah.	Toledo, Ann Arbor and North Michigan Rwy.	104.30	1,058.30		apt. 25 by 9, 11	12
24070	Lowell, Freeport	Lowell and Hastings R. R.	12.85	132.17		no apt.	12
24077	Kalamazoo and Wood- bury.	Kalamazoo and Hastings Construction Co. (Limited), operating the Chicago, Kalamazoo and Saginaw Rwy.	44.60	106.18		no apt.	11.44

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
75.24				1,677.85				Feb. 10	Weighted 30 days from Apr. 1, 1890. Formerly part of route 20033.
82.94		79.51		3,901.12		3,554.91		Apr. 1	Weighted 30 days from Apr. 1, 1890. 9.30 m. ext., Batavia Junction (n. o.) to Cincinnati from Aug. 15, 1889.
42.75				330.03				1889. May 6	Weighted 30 days from Oct. 1, 1889. New.
42.75				910.87				Sept. 9	Weighted 30 days from Oct. 1, 1889. New. 23.10 m. Findlay to Glandorf from May 13, 1889. Route curtailed to end, at Ottawa, from Sept. 9, 1889.
11.11				75.54				June 21	Weighted 30 days from Oct. 1, 1889. Lap service over route 23013.
42.75				432.20				July 1	Weighted 30 days from Oct. 1, 1889. New.
50.45		42.75		2,811.57		1,145.70		Apr. 1	Weighted 30 days from Apr. 1, 1890. 28.93 m. ext., from Grand Tower to East Cape Girardeau from Apr. 1, 1890.
82.06		42.75		2,223.39		1,163.23		1890. Jan. 2	Weighted 30 days from Jan. 2, 1890.
78.06		42.75		1,836.13		907.35		Jan. 2	Do.
179.55	25.00		25.00	20,547.70	2,861.00		2,861.00	1889. June 10	Weighted 30 days from Sept. 24, 1889. New.
42.75				350.55				Oct. 1	Weighted 30 days from Dec. 5, 1889. New.
58.14				787.79				1890. Jan. 1	Weighted 30 days from Apr. 1, 1890. New.
48.74		42.75		1,756.10		863.55		July 23	Weighted 30 days from July 23, 1890. From May 13, 1889 on 15.83 m. ext. from Hartford to South Haven.
87.21		82.94		9,096.00		5,365.43		Apr. 1	Weighted 30 days from April 1, 1890. 39.73 ext., from Cadillac to Copemish from Dec. 2, 1889.
42.75				549.23				1889. Dec. 16	Weighted 30 days from Apr. 1, 1890. New.
42.75		42.75		1,906.65		1,328.67		Oct. 16	Weighted 30 days from Apr. 1, 1890. 13.52 m. ext. from Hastings to Woodbury from Oct. 16, 1889.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	MICHIGAN—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
24082	Sturgis, Battle Creek.	St. Louis, Sturgis and Battle Creek R. R.	41.90	391 18		apt. 15.4 by 7.2, 1 l.	12
24088	Durand, East Saginaw.	Toledo, Ann Arbor and North Michigan Rwy. Co., lessee of the Toledo, Saginaw and Mackinaw Rwy. and Mackinaw R. R.	39.96	451 29		apt. 14.8 by 9, 1 l.	10.06
24084	Manistee, Neaseen City.	Manistee and North-eastern R. R.	39.30	221 20		no apt.	12
24085	Buchanan, Berrien Springs.	St. Joseph Valley Rwy.	11.88	184 13		no apt.	12
24086	Frankfort, Copemish.	Frankfort and South-eastern R. R.	25.00	200 17		no apt.	12
24087	Yale, Port Huron.	Flint and Pere Marquette R. R.	24.68	591 28		apt. 23 by 8.11, 1 l.	12
	WISCONSIN.						
25066	Dexterville, Lynn.	Wisconsin, Pittsville and Superior Rwy. Co., lessee of the Milwaukee, Dexterville and Northern Rwy.	25.80	41 10		no apt.	6
25068	Pratt Junction, Harrison.	Milwaukee, Lake Shore and Western Rwy.	17.98	35 25		do.	6
25069	Parrish Junction (n. o.), Parrish.	do.	4.69	24 15		do.	6
25070	Hurley, Pence.	do.	5.90	25 12		do.	6
25071	Packwaukee, Montello.	Northern Pacific R. R.	7.01	124 15		do.	6
25072	Abbotsford, Athens.	Abbotsford and North-eastern R. R.	15.08	48 11		do.	6
25073	Fairchild, Mondovi.	Sault Ste. Marie and Southwestern Rwy.	36.90	214 16		do.	6
	MINNESOTA.						
26011	Duluth, Presto.	Northern Pacific R. R.	144.01	818 24		apt. 24.6 by 9.1, 1 l.	14.24
26055	Minneapolis, Minn., Mason City, Iowa.	Chicago, St. Paul and Kansas City Rwy.	148.68	1,589 27		apt. 19.9 by 7.5, 1 l.	18.29
26064	Red Wing, Zumbrota.	Duluth, Red Wing and Southern R. R.	25.98	285 25		no apt.	6
26065	Little Falls, Brainerd.	Northern Pacific R. R.	30.95	1,271 22		apt. 22 by 7.2, 1½ l.	12
26066	Fertile, Crookston.	do.	23.07	69 21		no apt.	7
26067	St. Paul, Minneapolis.	do.	10.39	1,375 20		apt. 30.4 by 9.5, 1 l.	12
26068	St. Paul, Minneapolis.	Chicago, Burlington and Northern R. R.	10.39	1,213 21		apt. 25.4 by 9, 1 l.	13
	IOWA.						
27166	Ottumwa, Evans.	Wabash R. R.	23.01	1,609 21		apt. 19 by 9.2, 1 l.	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1889.	
55.58				2,323.80				Mar. 4	Weighed 30 days from Sept. 24, 1889. New.
59.85				2,391.60				Mar. 25	Do.
								1890.	
43.61		47.88		1,716.48		658.82		Apr. 1	Weighed 30 days from Apr. 1, 1890. 21.89 m. ext., from On-kama to Copemish from Dec. 2, 1889. 3.71 m. ext., from Copemish to Neesen City from March 24, 1890.
								1890.	
42.75				507.87				Oct. 1	Weighed 30 days from Apr. 1, 1890. New.
								1890.	
42.75				1,068.75				Jan. 1	Do.
67.55				1,687.15				Mar. 10	Do.
								1890.	
42.75		42.75		1,102.95		672.08		Dec. 2	Weighed 30 days from Apr. 1, 1890. 10.08 m. ext., from Lindsey to Lynn from Dec. 2, 1889.
42.75				768.64				Apr. 1	Weighed 30 days from Sept. 24, 1889. New.
42.75				200.49				Sept. 26	Weighed 30 days from Apr. 1, 1890. New.
42.75				252.22				Sept. 26	Do.
42.75				299.67				1890.	
42.75				644.67				Jan. 1	Do.
								Feb. 1	Do.
43.61				1,609.20				Feb. 17	Do.
61.56		49.93		8,865.25		5,706.49		Apr. 1	Weighed 30 days from Apr. 1, 1890. 29.72 m. ext., from Brainard to Presto from Nov. 24, 1889.
110.30		109.44		16,509.70		11,063.05		Feb. 7	Weighed 30 days from Mar. 7, 1890. 10.39 m. ext., St. Paul to Minneapolis from Dec. 2, 1889; 29.75 m. ext., Lyle to Mason City from M. r. 2, 1890.
								1890.	
48.74				1,266.26				July 15	Weighed 30 days from Sept. 24, 1889. New.
77.29				2,392.12				Nov. 24	Weighed 30 days from Apr. 1, 1890. New.
								1890.	
42.75				986.24				Feb. 3	Do.
100.89				1,018.24				Feb. 24	Do.
91.06				977.17				Mar. 10	Do.
								1890.	
47.02				1,317.03				June 21	Weighed 30 days from Sept. 24, 1889. Lap service. New.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	IOWA—continued.		Miles.	Pounds.		Feet and inches.	
27106	Evans, Harvey.....	Wabash R. R.	10.48	1,057.27		apt. 19 by 9.2, 11.....	7
27107	Tara, Fort Dodge	Chicago, Rock Island and Pacific Rwy.	6.35	41.14		no apt.....	6
27108	Malvern, Tabor.....	Tabor and Northern Rwy.	9.43	149.15		...do.....	18
	MISSOURI.						
28045	Cape Girardeau, Hunt- er.	Cape Girardeau South- western Rwy.	93.80	188.16		apt. 15 by 7, 11.....	7.65
28069	Joplin, Splitlog.....	Kansas City, Fort Smith and Southern Rwy.	34.64	128.17		no apt.....	11.11
28070	Tower Grove Station (n. o.)/Oak Hill Junc- tion (n. o.).	St. Louis, Oak Hill and Carondelet Rwy.	7.09	23,309.25		r. p. o. 49.4 by 9.4, 2 1; none authorized; apt. 18.8 by 9.3, 11	31.50
28071	Riverside Station (n. o.), Bonne Terre.	Mississippi River and Bonne Terre Rwy.	31.89	170.14		no apt.....	14
28072	Delta (n. o.), Malden, Mo.	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Mis- souri.	51.57	150.13		...do.....	7
	ARKANSAS.						
147001	Memphis, Tenn., Little Rock, Ark.	Little Rock and Mem- phis R. R.	136.00	3,805.21		apt. 22.8 by 8, 2 1.....	14
147002	Helena, Clarendon	Arkansas Midland R. R.	48.77	221.12		apt. 14.6 by 7, 11.....	6
147003	Little Rock, Fort Smith	Little Rock and Fort Smith Rwy.	169.42	1,658.21		apt. 18.2 by 9.2, 11....	7
147004	Tripp, Warren.....	St. Louis, Iron Mount- ain and Southern Rwy.	49.26	318.10		apt. 17.10 by 9.5, 11....	6
147005	Malvern, Hot Springs.	Hot Springs R. R.	22.70	1,541.20		no apt.....	21
147006	Brinkley, Jacksonport.	White and Black River Valley Rwy.	60.91	185.15		apt. 9.4 by 6.2, 11.....	6
147007	Little Rock, Arkansas City.	St. Louis, Iron Mount- ain and Southern Rwy.	114.95	1,383.19		apt. 17.10 by 9.5, 11....	9.34
147008	Forest City, Helena....	...do.....	43.63	777.20		apt. 24.10 by 8.10, 11...	7
147009	Nashville, Hope.....	Arkansas and Louisi- ana Rwy.	25.97	730.14		apt. 9 by 6, 2 1.....	14
147010	Gurdon, Camden.....	St. Louis, Iron Mount- ain and Southern Rwy.	34.69	237.9		apt. 9.7 by 9.4, 11.....	6
147011	Searcy, West Point...	Searcy and West Point R. R.	8.54	223.14		no apt.....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
45.31				474.84				1889. June 21	Weighed 30 days from Sept. 24, 1889. Lap service. New.
42.75				271.46				Aug. 13	Weighed 30 days from Apr. 1, 1890. New.
42.75				403.13				1890. Feb. 17	Do.
42.75		58.14		4,013.79		4,212.82		Aug. 6	Weighed 30 days from Aug. 6, 1890. 21.43 m. ext. from Williams-ville to Hunter from June 24, 1889.
42.75		42.75		1,480.85		870.61		1889. Sept. 26	Weighed 30 days from Nov. 6, 1889. 14.27 m. ext. from Neosho to Splitlog from Sept. 26, 1889.
366.80				2,600.61				Oct. 1	Weighed 30 days from May 1, 1890. New.
42.75				1,368.29				1890. Mar. 10	Weighed 30 days from Apr. 1, 1890. New.
42.75				2,204.61				Apr. 1	Weighed 30 days from May 1, 1890. New.
123.12		115.60		16,806.88		15,606.00		July 1	Weighed 30 days from May 21, 1890. Land grant 134 m., 2 m. not land grant, at \$153.00 per m. 1 m. increase.
43.61		42.75		2,126.85		2,084.91		July 1	Weighed for 30 days from Feb. 18, 1890.
90.28		69.76		15,286.23		11,719.68		July 1	Weighed for 30 days from Feb. 18, 1890. Land grant. 1.42 m. increase.
59.00		46.17		2,485.16		2,273.87		July 1	Weighed for 30 days from June 25, 1890. 0.01 m. increase.
108.59		82.94		2,464.99		2,106.67		July 1	Weighed 30 days from Feb. 18, 1890. 2.70 m. decrease.
42.75		42.75		2,603.90		2,603.47		July 1	Weighed 30 days from Feb. 18, 1890. 0.01 m. increase.
101.75		76.95		11,696.16		8,753.06		July 1	Weighed 30 days from Sept. 9, 1890. 1.20 m. increase.
75.24		64.98		3,282.72		2,901.35		July 1	Weighed 30 days from Feb. 18, 1890. 1.02 m. decrease.
73.53		59.00		1,909.57		1,624.27		July 1	Weighed for 30 days from Feb. 18, 1890. 1.56 m. decrease.
45.32		44.46		1,572.15		1,648.13		July 1	Weighed 30 days from Feb. 18, 1890. 2.38 m. decrease.
43.61		48.74		372.42		383.32		July 1	Weighed 30 days from Feb. 18, 1890. 3.47 m. extension Kensett to West Point from Oct. 23, 1889. 0.31 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	ARKANSAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
147012	Knobel, Forest City...	St. Louis, Iron Mountain and Southern Rwy.	97.48	1,174.27		apt. 24.10 by 8.10, 11...	7
147013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs Rwy.	19.54	754.19		no apt.	14
147014	Newport, Cushman...	St. Louis, Iron Mountain and Southern Rwy.	42.19	499.11		apt. 14.6 by 7.6, 11....	6
147015	McNell, Magnolia.....	St. Louis, Arkansas and Texas Rwy. in Ark. and Mo.	6.58	194.12		no apt.	14
147016	Varner, Cummins.....	Varner Branch Rwy..	5.75	58.18		....do	16
147017	Smithton, Okolona....	Southwestern Arkansas and Indian Territory R. R.	14.55	53.14		....do	6
147018	Rogers, Bentonville...	Bentonville R. R.....	7.05	403.14		....do	13
147019	Fort Smith, Ark., Paris, Tex.	St. Louis and San Francisco Rwy.	169.48	1,297.24		apt. 21 by 7, 11.....	7
147020	Pine Bluff, Englehard...	Pine Bluff, Monroe and New Orleans Rwy.	29.62	147.13		no apt.	6
147021	Fayetteville, St. Paul.	St. Louis and San Francisco Rwy.	35.52	239.10		apt. 12 by 7, 11.....	7
147022	Arkadelphia, Dalark.	Ultima Thule, Arkadelphia and Mississippi Rwy.	11.43	49.15		no apt.	6
147023	Bald Knob, Ark., Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	93.78	790.24		apt. 24.10 by 8.10, 11..	21.24
147024	Jenson, Mansfield.....	St. Louis and San Francisco Rwy.	18.30	550.24		apt. 9.6 by 7, 21.....	14
147025	Fort Smith, Greenwood	St. Louis, Iron Mountain and Southern Rwy.	19.29	182.15		no apt.	6
147026	Argenta, Altheimer...	St. Louis, Arkansas and Texas Rwy. in Ark. and Mo.	42.19	75.10		....do	6
	LOUISIANA.						
149001	Vacant.						
149002	New Orleans, Cheneyville.	Texas and Pacific Rwy	170.40	2,677.22		apt. 20.4 by 7, 11.....	19.86
149003	New Orleans, La Fayette.	Morgans, Louisiana, and Texas R. R., and steam-ship Co.	145.45	9,398.24		r.p.c. 40 by 8.1, 11.; apt., 22.9 by 9.2, 11.	14
149004	Schriever, Houma.....	....do	15.29	195.15		no apt.	14
149005	Vidalia, Jonesville...	Natchez, Red River, and Texas R. R.	25.00	166.12		....do	6
149006	Clinton, Ethel	Louisville, New Orleans, and Texas Rwy	8.79	169.12		....do	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
92.34	66.69			9,001.30		6,519.61		July 1	Weighed 30 days from Feb. 18, 1890. 0.28 m. decrease.
74.39	70.11			1,453.58		1,459.69		July 1	Weighed 30 days from Mar. 18, 1890. 1.28 m. decrease.
63.27	50.44			2,000.86		2,046.35		July 1	Weighed for 30 days from Feb. 18, 1890. 1.62 m. increase.
42.75	42.75			231.29		237.28		July 1	Weighed 30 days from Feb. 18, 1890. 0.14 m. decrease.
									Service discontinued from March 31, 1890.
42.75	42.75			622.01		623.29		July 1	Weighed for 30 days from Feb. 18, 1890. 0.03 m. decrease.
56.43	43.61			397.82		397.45		July 1	Weighed for 30 days from Feb. 18, 1890.
97.47	71.82			16,519.21		12,132.54		July 1	Weighed for 30 days from Feb. 18, 1890. 0.55 m. increase.
42.75	42.75			1,266.25		1,556.95		July 1	Weighed for 30 days from Feb. 18, 1890. 6.90 m. decrease.
45.32	47.03			1,699.76		1,686.49		July 1	Weighed for 30 days from Feb. 18, 1890. 0.34 m. decrease.
42.75	42.75			488.63		488.63		July 1	Weighed for 30 days from Feb. 18, 1890.
76.16	64.13			7,136.65		6,009.62		July 1	Weighed for 30 days from Feb. 18, 1890. 0.07 m. increase.
65.84	59.00			1,204.87		1,075.57		July 1	Do.
42.75				824.64				July 1	Weighed for 30 days from Feb. 18, 1890. 0.27 m. increase. From Apr. 15, 1890, on 19.02 m. New.
42.75				1,842.52				July 1	Weighed for 30 days from Feb. 18, 1890. 0.15 m. increase. From May 6, 1890, on 42.95 m. New.
137.66	109.46			23,457.26		17,747.52		July 1	Weighed 30 days from Feb. 18, 1890. 1.14 m. decrease.
217.17	25.00	205.30	25.00	28,077.35	3,626.25	27,335.92	3,748.00	July 1	Weighed 30 days from Feb. 18, 1890. 83.52 m. New Orleans to Morgan City, land grant, formerly \$164.16 per mile. From July 1, 1890, 80.82 m. land grant, at \$173.74 per mile. 4.47 m. decrease.
42.75	42.75			653.64		652.36		July 1	Weighed 30 days from Feb. 18, 1890. 0.03 m. increase.
42.75	42.75			1,094.40		1,094.40		July 1	Weighed 30 days from Feb. 18, 1890.
42.75	42.75			375.77		388.60		July 1	Weighed 30 days from Feb. 18, 1890. 0.30 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	LOUISIANA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
149007	Slaughter, La., Woodville, Miss.	Louisville, New Orleans, and Texas Rwy.	41.73	226 9		no apt.....	6
149008	Vicksburg, Miss., Shreveport, La.	Vicksburg, Shreveport and Pacific R. R.	173.07	2,681 19		r. p. o., 42.2 by 9.3, 11 (not authorized).	7
149009	Schriever, Thibodeaux	Morgans, Louisiana, and Texas R. R. and Steam-ship Co.	5.26	336 15		no apt.....	14
149010	La Fayette, La., Orange Tex.	Louisiana, Western R. R.	113.66	8,303 27		r. p. o., 40 by 9.1, 11.; apt., 22.9 by 9.2, 11.	14
149011	Shreveport, Cheneyville.	Texas and Pacific Rwy	157.67	1,931 24		apt. 20.4 by 7, 11.....	7
149012	Cadea, St. Martinsville	Morgans, Louisiana, and Texas R. R. and Steam-ship Co.	7.30	111 17		no apt.....	14
149013	Baton Rouge Junction (n. o.), Baton Rouge.	Texas and Pacific Rwy	10.96	157 12		...do.....	7
149014	New Orleans, Covington.	East Louisiana R. R.	59.80	209 24		...do.....	7
149015	Baldwin Station (n. o.), Louisa.	Morgans, Louisiana, and Texas R. R. and Steam-ship Co.	15.46	61 12		...do.....	7
149016	Shreveport, Logansport.	Shreveport and Houston Rwy.	41.72	650 19		apt. 14 by 7, 11.....	7
149017	Cypress, Natchitoches	Natchitoches R. R.	12.70	284 15		no apt.....	14
149018	Gibeland, Homer.....	Louisiana and Northwest R. R.	19.70	216 20		...do.....	14
149019	Galveston, Ark., Shreveport, La.	St. Louis, Arkansas, and Texas Rwy. Co. in Ark. and Mo.	61.54	120 11		apt. 24.6 by 9, 11.....	6
149020	New Orleans, Point a la Hache.	New Orleans and Gulf R. R.	45.62	299 11		apt. 7 by 6, 11.....	6
149021	La Fayette, Alexandria	Morgans, Louisiana, and Texas R. R. and Steam-ship Co.	86.40	286 21		apt. 18 by 9, 11.....	7
149022	New Iberia, Avery.....	...do.....	10.45	25..		no apt.....	10
149020	New Orleans, Point a la Hache.	New Orleans and Gulf R. R.	45.62	93 15		apt. 7 by 6, 11.....	7
	TEXAS.						
150001	Houston, Galveston...	International and Great Northern R. R.	51.31	3,073 28		apt. 20.6 by 9.2, 21.....	28
150002	Houston, San Antonio	Galveston, Harrisburg and San Antonio Rwy.	215.65	4,019 24		apt. 22.9 by 9.2, 21.....	14
150003	Houston, Denison.....	Houston and Texas Central Rwy.	338.38	6,193 25		apt. 22 by 9, 21.....	15.52

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
44.46		42.75		1,855.31		1,839.25		July 1	Weighted 30 days from Feb. 18, 1890. 18.09 m. ext. Bayou Sara to Slaughter from Dec. 9, 1889. 0.65 m. decrease.
110.13		64.29		19,060.19		11,100.31		July 1	Weighted 30 days from Feb. 18, 1890. Land grant. 0.41 m. increase.
53.16		42.75		274.86		246.66		July 1	Weighted 30 days from Feb. 18, 1890. 0.51 m. decrease.
206.06	25.00	194.08	25.00	23,420.77	2,841.50	21,979.56	2,831.25	July 1	Weighted 30 days from Feb. 18, 1890. 0.41 m. increase.
124.83		92.34		19,681.94		14,487.67		July 1	Weighted 30 days from Feb. 18, 1890. 1.10 m. increase.
42.75		42.75		312.07		301.81		July 1	Weighted 30 days from Feb. 18, 1890. 0.24 m. increase.
42.75		42.75		468.54		406.12		July 1	Weighted 30 days from Feb. 18, 1890. 1.46 m. increase.
42.75		42.75		2,556.45		2,543.62		July 1	Weighted 30 days from Feb. 18, 1890. 0.30 m. increase.
42.75		42.75		660.91		651.93		July 1	Weighted 30 days from Feb. 18, 1890. 0.21 m. increase.
76.11		42.75		2,924.98		1,783.53		July 1	Weighted 30 days from Feb. 18, 1890.
48.74		45.31		618.99		526.50		July 1	Weighted 30 days from Feb. 18, 1890. 1.08 m. increase.
43.61		42.75		850.11		839.18		July 1	Weighted 30 days from Feb. 18, 1890. 0.07 m. increase.
42.75		42.75		2,630.83		2,609.46		July 1	Weighted 30 days from Feb. 18, 1890. 0.50 m. increase.
49.59		44.46		2,262.29		2,223.00		July 1	Weighted 30 days from Mar. 3, 1890. 4.38 m. decrease.
48.74		139.37		3,118.01		10,106.96		July 1	Weighted 30 days from Feb. 18, 1890. 24.36 m. Lap service, Cheneyville to Alexandria, over route No. 149011, formerly at \$63.27 per mile. From July 1, 1890, 25.57 m. lap service, at \$5.99 per mile. 0.58 m. decrease.
42.75		42.75		446.73		429.63		July 1	Weighted 30 days from Feb. 18, 1890. 0.40 m. increase.
42.75		48.59		1,950.25		2,263.29		Aug. 1	Weighted 30 days from Aug. 1, 1890.
142.79		123.38		7,326.58		6,865.73		July 1	Weighted 30 days from Feb. 18, 1890. 0.09 m. decrease.
156.47		123.12		83,742.75		26,841.39		July 1	Weighted 30 days from Feb. 18, 1890. 2.36 m. decrease.
182.97		161.60		61,912.38		54,473.74		July 1	Weighted 30 days from Feb. 18, 1890. 1.39 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TEXAS—continued.		Miles.	Pounds.		Feet and inches.	
150004	Hempstead, Austin...	Houston and Texas Central Rwy.	115.10	1,280	21	apt. 14 by 8.10, 1 l.	14
150005	Bramond, Ross.....	do.....	54.49	842	20	apt. 17.8 by 9.4, 1 l.	8.32
150006	Longview, Houston...	International and Great Northern R.R.	233.32	3,620	21	apt. 21.8 by 8.10, 1 l.	14
150007	Palestine, Laredo.....	do.....	415.78	5,280	23	apt. 22.2 by 9.2, 1 l. to Taylor, 2 1/2 Taylor to San Antonio, 116.50 m. no apt.	11.40
150008	Houston, Columbia...	do.....	51.05	149	9		3
150009	Shreveport, La., El Paso, Tex.	Texas and Pacific Rwy.	832.43	3,420	21	r. p. o., 50 by 9.1, 1 l. (40 feet auth.) between Marshall and Fort Worth, 179.70 m.; apt. 21.6 by 9.1, 1 l. and 2 add. l. between Marshall and Longview.	9.92
150010	Texarkana, Ark., Marshall, Tex.	do.....	74.61	14,010	22	r. p. o., 50 by 9.1, 1 l. (40 feet auth.); apt. 21.6 by 9.1, 2 l.	21
150011	Whitesborough, Tex., Texarkana, Ark.	do.....	173.26	1,343	22	apt. 20.4 by 7, 1 l.	14
150012	Houston, Orange.....	Texas and New Orleans R. R.	106.89	8,264	28	r. p. o., 40 by 9, 1 l.; apt. 22.9 by 9.2, 1 l.	14
150013	Jefferson, McKinney...	Missouri, Kansas and Texas Rwy.	154.56	307	13	apt. 11.10 by 5.10, 1 l.	7
150014	Columbus, La Grange...	Galveston, Harrisburg and San Antonio Rwy.	31.64	184	11	no apt.	6
150015	Henderson, Overton...	International and Great Northern R.R.	16.44	275	20	no apt.	7
150016	Corpus Christi, Laredo	Mexican National R. R.	161.50	278	18	apt. 12 by 6, 1 l.	7
150017	Denison, Minneola....	Missouri, Kansas and Texas Rwy.	103.02	1,153	22	apt. 20.5 by 7.5, 1 l.	10.57
150018	Brownsville, Isabel...	Rio Grande R. R.	23.20	24	18	no apt.	7
150019	Port Lavaca, Cuero...	Gulf, Western Texas and Pacific Rwy.	56.11	221	26	apt. 14.6 by 9, 1 l. between Victoria and Cuero, 28.89 m.	6.60
150020	Houston, Sealy.....	Texas Western Rwy.	52.25	49	9	no apt.	2

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
97.47		81.23		11,218.79		9,354.44		July 1	Weighted 30 days from Feb. 18, 1890. 0.06 m. decrease.
78.68		76.10		4,286.18		17,570.72		July 1	Weighted 30 days from Feb. 18, 1890. 0.67 m. decrease. The part of this route between Roas and Albany is restated under No. 150075.
151.34		141.93		35,310.64		33,133.55		July 1	Weighted 30 days from Feb. 18, 1890. 0.13 m. decrease.
173.57		128.25		72,166.93		53,326.85		July 1	Weighted 30 days from Feb. 18, 1890. 0.03 m. decrease.
42.75		42.75		2,182.38		2,180.25		July 1	Weighted 30 days from Feb. 18, 1890. 0.05 m. increase. Based on a service of not less than 6 round trips per week.
147.92	25.00	159.01	25.00	115,824.85	4,492.50	125,012.87	4,482.50	July 1	Weighted 30 days from Feb. 18, 1890. 1.29 m. decrease. 10.30 m., Shreveport to State line (n.o.) land grant, formerly at \$127.22 per m., now \$118.34 per m., 91.50 m., Sierra Blanca to El Paso, lap service over route No. 31039, formerly at \$81.23 per m., now 91.51 m. at \$72.68 per m.
266.76	25.00	227.43	25.00	19,902.96	1,865.25	15,838.23	1,741.00	July 1	Weighted 30 days from Feb. 18, 1890. 4.97 m. increase.
100.04		97.47		17,332.93		16,905.19		July 1	Weighted 30 days from Feb. 18, 1890. 0.18 m. decrease.
205.20	25.00	192.37	25.00	21,933.82	2,672.25	20,454.70	2,658.25	July 1	Weighted 30 days from Feb. 18, 1890. 0.56 m. increase.
48.59		57.29		7,664.63		8,906.30		July 1	Weighted 30 days from Feb. 18, 1890. 0.90 m. increase.
42.75		44.46		1,352.61		1,404.93		July 1	Weighted 30 days from Feb. 18, 1890. 0.04 m. increase.
47.88		44.46		787.14		756.26		July 1	Weighted 30 days from Feb. 18, 1890. 0.57 m. decrease.
47.88		55.58		7,732.62		8,981.72		July 1	Weighted 30 days from Feb. 18, 1890. 0.10 m. decrease.
91.49		72.68		9,425.29		7,499.84		July 1	Weighted 30 days from Feb. 18, 1890. 0.17 m. decrease.
42.75		42.75		991.80		990.09		July 1	Weighted 30 days from Feb. 18, 1890. 0.04 m. increase.
43.61		43.61		2,446.95		2,419.92		July 1	Weighted 30 days from Feb. 18, 1890. 0.62 m. increase.
42.75		42.75		2,233.68		2,260.19		July 1	Weighted 30 days from Feb. 18, 1890. 0.62 m. increase. Based on a service of not less than 6 round trips per week.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
150021	TEXAS—continued. Waxahachie, Garrett (n. o.).	Central Texas and Northwestern Rwy.	12.10	9.92	22	apt. 17.6 by 8.10, 11.....	14
150022	Denison, Henrietta....	Missouri, Kansas and Texas Rwy.	111.48	2, 211	21	apt. 19.2 by 7.11 (av.), 11.	14
150023	Houston, Tex., Logansport, La.	Houston, East and West Texas Rwy.	192.70	667	16	apt. 14 by 7, 11.....	7
150024	Navasota, Conroe.....	Gulf, Colorado and Santa Fé Rwy.	45.24	207	7	apt. 11.3 by 6.10, 11.....	7
150025	Texarkana, Ark., Gatesville, Tex.	St. Louis, Arkansas and Texas Rwy Co. in Texas.	305.60	1, 155	19	apt. 24.6 by 9, 11.....	9.20
150026	Georgetown, Round Rock.	International and Great Northern R. R.	10.29	367	12	no apt.....	14
150027	Galveston, Fort Worth	Gulf, Colorado and Santa Fé Rwy.	347.66	1, 237	21	apt. 20.9 by 9.2, 11.....	8.48
150028	Whitesborough, Taylor.	Missouri, Kansas and Texas Rwy.	234.21	6, 173	20	apt. 21.9 by 9.2, 11.....	14
150029	Beaumont, Rockland..	Sabine and East Texas Rwy.	74.07	363	18	apt. 16 by 6.8, 11.....	7
150030	Dallas, Denton	Missouri, Kansas and Texas Rwy.	38.46	364	18	apt. 16.7 by 6.7, 11.....	14
150031	Dallas, Kemp	Texas Trunk R. R.	49.26	161	12	apt. 18 by 9, 11.....	6
150032	Mineola, Troup	International and Great Northern R. R.	44.59	609	24	apt. 21 by 9, 11.....	14
150033	San Antonio, Corpus Christi.	San Antonio and Aransas Pass Rwy.	150.47	689	22	apt. 17 by 9, 11.....	8.22
150034	Phelps, Huntsville....	International and Great Northern R. R.	8.33	319	12	no apt.....	14
150035	Dallas, Weatherford ..	Gulf, Colorado and Santa Fé Rwy.	94.40	649	16	apt. 23 by 9, 11 between Dallas and Cleburn, 54.05 m. No clerk residue.	11
150036	Rosenberg, Victoria...	New York, Texas and Mexican Rwy.	92.04	841	26	apt. 14.6 by 9, 11.....	7
150037	Fort Worth, Texline..	Fort Worth and Denver City Rwy.	452.65	2, 216	25	apt. 21.4 by 7.2, 11.....	8.51
150038	Austin, Burnet.....	Austin and Northwestern R. R.	61.16	710	20	apt. 14 by 7.4, 11.....	6
150039	San Antonio, El Paso	Galveston, Harrisburg and San Antonio Rwy.	635.40	1, 172	26	apt. 22.9 by 9.2, 11.....	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
84.65		58.85		1,024.26		736.15		July 1	Weighed 30 days from Feb. 18, 1890. 0.20 m. decrease.
130.82		129.96		14,583.81		14,467.14		July 1	Weighed 30 days from Feb. 18, 1890. 0.16 m. increase.
70.97		49.59		13,675.91		9,555.99		July 1	Weighed 30 days from Feb. 18, 1890.
42.75		42.75		1,934.01		1,878.86		July 1	Weighed 30 days from Feb. 18, 1890. 1.29 m. increase.
91.49		67.55		27,959.34		20,629.10		July 1	Weighed 30 days from Feb. 18, 1890. 0.21 m. increase.
53.87		48.74		554.33		502.99		July 1	Weighed 30 days from Feb. 18, 1890. 0.06 m. decrease.
97.47		102.60		33,886.42		35,588.86		July 1	Weighed 30 days from Feb. 18, 1890. 0.79 m. increase.
182.97		156.47		42,853.40		36,621.80		July 1	Weighed 30 days from Feb. 18, 1890. 0.16 m. increase.
53.87		42.75		3,990.15		3,242.58		July 1	Weighed 30 days from Feb. 18, 1890. 1.78 m. decrease.
53.87		157.32		2,071.84		5,989.17		July 1	Weighed 30 days from Feb. 18, 1890. 0.39 m. increase.
42.75		42.75		2,105.86		2,110.99		July 1	Weighed 30 days from Feb. 18, 1890. 0.12 m. decrease.
68.40		78.66		3,049.95		3,503.51		July 1	Weighed 30 days from Feb. 18, 1890. 0.05 m. increase.
71.82		52.16		10,806.75		8,140.08		July 1	Weighed 30 days from Feb. 18, 1890. 5.59 m. decrease.
50.45		43.61		420.24		365.45		July 1	Weighed 30 days from Feb. 18, 1890. 0.05 m. decrease.
70.11		49.59		6,618.38		4,650.55		July 1	Weighed 30 days from Feb. 18, 1890. 0.62 m. increase.
78.66		73.53		7,239.86		6,808.87		July 1	Weighed 30 days from Feb. 18, 1890. 0.56 m. decrease.
130.82		82.94		59,215.67		52,144.93		July 1	Weighed 30 days from April 1, 1890. 0.47 m. decrease. 16.23 m. extension Harrold to Vernon, from Nov. 1, 1886; 27.85 m. extension Vernon to Quannah, from March 21, 1887; 85.88 m. extension Quannah to Clarendon from Oct. 10, 1887; 174.20 m. extension Clarendon to Texline, from June 4, 1888.
72.68		72.68		4,445.10		4,413.12		July 1	Weighed 30 days from Feb. 18, 1890. 0.44 m. increase.
92.34		94.06		58,672.83		59,654.03		July 1	Weighed 30 days from Feb. 18, 1890. 1.12 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TEXAS—continued.		Miles.	Pounds.		Feet and inches.	
150040	Harwood, Gonzales...	Galveston, Harrisburg and San Antonio Rwy.	12.86	529 12		no apt.....	7
150041	Echo, Belton.....	Missouri, Kansas and Texas Rwy.	6.73	388 14		no apt.....	14
150042	Guide, Roberts.....	Texas Central Rwy.	52.21	96 12		no apt.....	6
150043	Spofford, Eagle Pass..	Galveston, Harrisburg and San Antonio Rwy.	35.65	463 36		apt. 9.8 by 7, 1 l.....	7
150044	Tyler, Lufkin.....	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	90.07	457 17		apt. 16.9 by 6.4, 1 l.....	7
150045	Beaumont, Sabine Pass.	Sabine and East Texas Rwy.	39.69	32 10		no apt.....	3
150046	Trinity, Colmeanell...	Missouri, Kansas and Texas Rwy.	67.17	246 15		apt. 13.1 by 7.1, 1 l.....	7
150047	Houston, Alvin.....	Gulf, Colorado and Santa Fé Rwy.	24.54	331 26		no apt.....	21
150048	Longview, Carthage...	Texas, Sabine Valley and Northwestern Rwy.	39.35	190 12		no apt.....	6
150049	Temple, San Angelo...	Gulf, Colorado and Santa Fé Rwy.	228.09	996 18		apt. 9.10 by 7.4, 1 l.....	7
150050	Somerville (n. o.), Navasota.	.....do.....	28.50	69 9		no apt.....	7
150051	Coleman Junction (n. o.), Coleman.	.....do.....	6.18	239 16		apt. 9.10 by 7.4, 1 l.....	7
150052	Fort Worth, Waxahachie.	Fort Worth and New Orleans Rwy.	41.51	598 22		apt. 17.6 by 8.16, 1 l.....	7
150053	Dallas, Honey Grove...	Gulf, Colorado and Santa Fé Rwy.	81.53	624 16		apt. 13.6 by 9, 1 l. between Dallas and Ladonia, 69.44 m. No clerk residue.	8.03
150054	Fort Worth, Tex., Purcell, Ind. T.	.....do.....	173.04	968 21		apt. 20.2 by 9, 1 l.....	14
150055	Greenville, Dallas.....	Missouri, Kansas and Texas Rwy.	55.15	287 24		apt. 13.1 by 7.1, 1 l.....	7
150056	Taylor, Fayetteville...	.....do.....	83.26	363 20		apt. 10 by 6, 1 l.....	7
150057	Kennedy, Wallis Station.	San Antonio and Aransas Pass Rwy.	180.99	567 19		apt. 15 by 9, 1 l.....	6
150058	San Antonio, Kerrville	.....do.....	71.26	635 15		apt. 10 by 7, 1 l.....	6
150059	Ladonia, Paris.....	Gulf, Colorado and Santa Fé Rwy.	30.07	711 20		apt. 13.6 by 9, 1 l.....	7
150060	Mount Pleasant, Sherman.	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	110.57	347 8		apt. 24.6 by 9, 1 l.....	7
150061	Fort Worth, Granbury	Fort Worth and Rio Grande Rwy.	41.04	248 20		no apt.....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
44.46		42.73		571.75		539.50		July 1	Weighted 30 days from Feb. 18, 1890. 0.24 m. increase.
55.58		45.32		374.05		319.05		July 1	Weighted 30 days from Feb. 18, 1890. 0.33 m. decrease.
42.75		42.75		2,231.97		2,228.55		July 1	Weighted 30 days from Feb. 18, 1890. 0.08 m. increase.
50.43		42.75		2,011.72		1,481.71		July 1	Weighted 30 days from Feb. 18, 1890.
60.71		43.61		5,468.14		3,907.89		July 1	Weighted 30 days from Feb. 18, 1890. 0.46 m. increase.
42.75		42.75		1,311.99		1,334.22		July 1	Weighted 30 days from Feb. 18, 1890. 0.53 m. decrease. Based on a service of not less than 6 round trips per week.
45.22		42.75		3,044.14		2,836.12		July 1	Weighted 30 days from Feb. 18, 1890. 0.36 m. increase.
51.30		50.85		1,258.90		1,419.04		July 1	Weighted 30 days from Feb. 18, 1890. 0.83 m. increase.
42.75		42.75		1,682.21		1,701.44		July 1	Weighted 30 days from Feb. 18, 1890. 0.45 m. decrease.
84.65		87.21		19,307.81		19,804.51		July 1	Weighted 30 days from Feb. 18, 1890. 1.00 m. increase.
42.75		42.75		1,218.37		1,162.80		July 1	Weighted 30 days from Feb. 18, 1890. 1.20 m. increase.
45.32		42.75		280.07		267.18		July 1	Weighted 30 days from Feb. 18, 1890. 0.07 m. decrease.
67.55		45.32		2,804.00		1,898.00		July 1	Weighted 30 days from Feb. 18, 1890. 0.37 m. decrease.
60.26		42.75		5,646.76		3,450.85		July 1	Weighted 30 days from Feb. 18, 1890. 0.82 m. increase.
83.70		79.83		14,469.02		13,568.48		July 1	Weighted 30 days from Feb. 18, 1890. 2.41 m. increase.
48.74		45.32		2,688.01		2,476.28		July 1	Weighted 30 days from Feb. 18, 1890. 0.51 m. increase.
53.87		53.01		4,485.21		4,415.20		July 1	Weighted 30 days from Feb. 18, 1890. 0.03 m. decrease.
66.69		58.14		8,735.72		7,738.78		July 1	Weighted 30 days from Feb. 18, 1890. 2.03 m. decrease.
68.26		64.13		4,935.46		4,601.32		July 1	Weighted 30 days from Feb. 18, 1890. 0.49 m. decrease.
72.68		65.88		2,185.48		1,985.43		July 1	Weighted 30 days from Feb. 18, 1890. 0.09 m. decrease.
58.01		61.56		5,861.81		6,777.75		July 1	Weighted 30 days from Feb. 18, 1890. 0.47 m. increase.
48.17		43.61		1,894.81		1,803.27		July 1	Weighted 30 days from Feb. 18, 1890. 0.31 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TEXAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
150062	Yoakum, West Point.	San Antonio and Aransas Pass Rwy.	49.87	177 10		apt. 10 by 7, 1 1	6
150063	San Marcos, Lockhart.	Missouri, Kansas and Texas Rwy.	17.27	266 17		no apt	14
150064	Corsicana, Hillsborough.	St. Louis, Arkansas and Texas Ry. Co. in Texas.	42.05	298 9		apt. 23.6 by 8, 1 1	7
150065	Texline, Tex., Pueblo, Colo.	Union Pacific, Denver and Gulf Rwy.	227.74	1,805 25		apt. 21.4 by 7.2, 1 1	7
150066	Pan Handle, Washburn.	Pan Handle Rwy	16.23	110 20		no apt	7
150067	Commerce, Fort Worth.	St. Louis, Arkansas and Texas Rwy. Co. in Texas.	98.32	161 8		apt. 23.6 by 8, 1 1	7
150068	Rockport, Gregory	San Antonio and Aransas Pass Rwy.	21.23	107 18		no apt	6
150069	Kildare, Linden	Kildare and Linden Rwy.	13.36	77 15		no apt	6
150070	Dallas, Waxahachie	Missouri, Kansas and Texas Rwy.	32.28	154 16		no apt	7
150071	Victoria, Beeville	Gulf, Western Texas and Pacific Rwy.	55.69	224 24		no apt	7
150072	Burnet, Marble Falls	Austin and Northwestern R. R.	16.93	364 20		apt. 14 by 7.4, 1 1	6
150075	Ross, Albany	Texas Central Rwy	175.73	842 20		apt. 17.8 by 9.4, 1 1	8.33
	INDIAN TERRITORY.						
153001	Atoka, Lehigh	Missouri, Kansas and Texas Rwy.	9.25	156 8		no apt	12
153002	Vinita, Sapulpa	St. Louis and San Francisco Rwy.	78.33	443 12		apt. 18.6 by 7.3, 1 1	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		2,131.94		2,146.04		July 1	Weighted 30 days from Feb. 18, 1890. 0.33 m. decrease.
47.03		45.32		812.20		775.87		July 1	Weighted 30 days from Feb. 18, 1890. 0.15 m. increase.
49.59		49.59		2,085.25		2,082.78		July 1	Weighted 30 days from Feb. 18, 1890. 0.05 m. increase.
119.70		119.70		18,294.76		18,883.96		July 1	Weighted 30 days from April 1, 1890. 0.77 m. decrease. On 228.51 m. from June 4, 1888, to June 30, 1890. New 91.79 m. lap service between Trinidad and Pueblo, over route No. 165001, at \$21.37 per mile. To June 30, 1890, lap service on 91.21 miles.
42.75		42.75		963.83		991.09		July 1	Weighted 30 days from April 1, 1890. 0.06 m. increase. New. On 16 18 m. from June 4, 1888, to June 30, 1890.
42.75		44.46		4,203.18		4,370.86		July 1	Weighted 30 days from Feb. 18, 1890. 0.01 m. increase.
42.75		42.75		907.58		917.84		July 1	Weighted 30 days from Feb. 18, 1890. 0.24 m. decrease.
42.75		42.75		571.14		566.86		July 1	Weighted 30 days from Feb. 18, 1890. 0.10 m. increase. On 13.26 m. from April 1, 1889. New.
42.75		42.75		1,379.97		1,389.36		July 1	Weighted 30 days from Feb. 18, 1890. 0.22 m. decrease. New. 16.01 m. Dallas to Lancaster from Apr. 22, 1889; 16.49 m. ext. Lancaster to Waxahachie from Feb. 3, 1890.
44.46		44.46		2,475.97		2,463.96		July 1	Weighted 30 days from Feb. 18, 1890. 0.27 m. increase. New. 26.49 m. Victoria to Goliad from Sept. 9, 1889; 26.93 m. ext. Goliad to Beeville from Oct. 27, 1889.
53.87				912.01				1890. Dec. 9	Weighted 30 days from Feb. 18, 1890. New.
78.66		76.10		13,822.92				July 1	Weighted 30 days from Feb. 18, 1890. This was formerly part of route No. 154005.
42.75		42.75		395.42		346.70		July 1	Weighted 30 days from Feb. 18, 1890. 1.14 m. increase.
47.88		34.29		3,760.44		2,804.74		July 1	Weighted 30 days from Feb. 18, 1890. 0.32 m. increase. 10 m. ext. Red Fork to Sapulpa from Oct. 14, 1889. All land grant.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TEXAS—continued.		Miles.	Pounds.		Feet and inches.	
153003	Arkansas City, Kans., Purcell, Ind. T.	Atchison, Topeka and Santa Fé R. R.	154.51	1,699	23	apt. 18.6 by 7.3, 1 l.	14
153004	Kiowa, Kans., Pan Handle, Tex.	.....do	217.21	434	16	apt. 24.10 by 8.10, 1 l.	7
153005	Van Buren, Ark., Wagoner, Ind. T.	Kansas and Arkansas Valley Rwy.	83.94	400	21	apt. 14.2 by 9.4, 1 l.	7
	KANSAS.						
155001	Kansas City, Mo., Denver, Colo.	Union Pacific Rwy.	639.73	11,831	31	r. p. o. 45.4 by 9.4 (40 feet authorized), 1 l.; apt. 24.9 by 8.10, 1 l.	16.03
155002	Lawrence, Leavenworth.	.....do	35.27	290	24	apt. 20 by 7.11, 1 l.	7
155003	Atchison, Waterville.	Central Branch Union Pacific R. R.	106.28	4,127	21	apt. 22.6 by 9.1, 2 l.	13
155004	Lawrence, Coffeyville.	Atchison, Topeka and Santa Fé R. R.	141.85	2,906	21	apt. 22 by 8.10, 1 l. to Ottawa 27.89 m.; 2 l. thence to Cherryvale, 97.77 m.; no apt. residue.	12.45
155005	Cherryvale, Hunnells.	.....do	131.55	1,740	21	apt. 22 by 8.10, 2 l. to Independence, 9.82 m.; 1 l. thence to Wellington 103.59 m.; no apt. residue.	8.53
155006	Kansas City, Mo., Ottawa, Kans.	.....do	58.76	5,348	21	apt. 22 by 8.10, 2 l.	21.50
155007	St. Joseph, Mo., Grand Island, Nebr.	St. Joseph and Grand Island R. R.	252.86	2,077	20	apt. 23.3 by 7.7, 2 l.	13
155008	Kansas City, Mo., Webb City, Mo.	Kansas City, Fort Scott and Memphis R. R.	181.73	3,663	25	apt. 25.2 by 9, 2 l. to Fort Scott, 98.40 m.; 1 l. residue, 82.93 m.	14.46
155009	Junction City, Parsons.	Missouri, Kansas and Texas Rwy.	157.36	937	22	apt. 20.5 by 7.5, 1 l.	7
155010	Atchison, Kans., Pueblo, Colo.	Atchison, Topeka and Santa Fé R. R.	619.31	21,367	28	r. p. o. 60 by 9.4, 1 l. 50 by 9.4, 1 l., Topeka to Pueblo, 568.59 m.; apt. 20 by 9.3, Atchison to Topeka, 1 l.	16.37
155011	Newton, Arkansas City	.....do	79.02	3,797	23	apt. 21 by 9.3, 2 l. to Mulvane; 1 l. residue.	21
155012	Atchison, Kans., Columbus, Nebr.	Burlington and Missouri River R. R. (in Nebraska).	223.28	2,795	26	r. p. o. 40 by 9, 1 l., between Rulo Y (n. o.) and Table Rock, 41.60 m.; apt. 19.10 by 8.8, 1 l.; apt. 35.2 by 8.10, 1 l. add'l. between Rulo Y (n. o.) and Table Rock, 41.60 m.	11.09
155013	Leavenworth, Miltonvale.	Kansas Central R. R.	166.23	636	18	apt. 15.5 by 7.6, 1 l.	6
155014	Vacant.						

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1890	
114.57	48.74	17,762.21	7,505.96	July 1	Weighted 30 days from Feb. 18, 1890. 0.51 m. increase.				
59.00	55.56	12,815.39	12,671.97	July 1	Weighted 30 days from Feb. 18, 1890. 0.01 m. increase.				
56.43	53.01	4,736.78	4,445.41	July 1	Weighted 30 days from Feb. 18, 1890. 0.08 m. increase.				
243.68	25.00	179.55	25.00	155,889.40	15,993.25	115,096.14	16,025.50	July 1	Weighted 30 days from Apr. 1, 1890. 1.29 m. decrease.
48.74	60.71	1,719.05	2,121.81	July 1	Weighted 30 days from Apr. 1, 1890. 0.32 m. increase.				
158.18	143.64	15,802.29	14,401.34	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.				
112.85	110.80	16,009.19	15,719.19	July 1	Weighted 30 days from Apr. 1, 1890. Land grant. 0.02 m. decrease.				
117.14	114.57	15,409.76	15,069.39	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.				
174.43	165.87	10,248.91	9,752.15	July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. decrease.				
129.11	95.76	26,765.73	19,851.71	July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease. 227.77 m. St. Joseph to Hastings, land grant at \$103.29 per m., formerly 227.82 m., at \$78.60 per m.				
151.34	132.53	27,503.01	24,082.02	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.				
65.46	62.24	10,332.25	9,781.01	July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. decrease. Land grant.				
245.42	90.00	241.97	90.00	181,401.95	51,173.10	127,363.44	51,277.50	July 1	Weighted 30 days from Apr. 1, 1890. 1.14 m. decrease. 470.76 m. Atchison to State Line, land grant at \$276.34 per m., formerly 470.41 m., at \$193.57 per m.
188.05	94.05	12,064.01	7,412.08	July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. increase.				
189.37	25.00	124.24	25.00	31,118.59	1,040.00	29,597.23	970.00	July 1	Weighted 30 days from Apr. 1, 1890. 2.80 m. increase.
68.26	66.69	11,530.61	11,082.54	July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. increase.				

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.		Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.				
KANSAS—continued.								
155015	Junction City, Concordia.	Junction City and Fort Kearney Rwy.	71.34	831	30		<i>Feet and inches.</i> apt. 17.3 by 7.6, 1 l. to Lawrenceburgh, 63.76 m.; no apt. residue.	11.98
155016	Topeka, Kans., Kansas City, Mo.	Atchison, Topeka and Santa Fé R. R.	66.88	29,903	28		r. p. o. 60 by 9.4, 1 l., 50 by 9.4, 1 l.	17.50
155017	Florence, Winfield	do	75.19	558	36		apt. 14.5 by 9.3, 1 l.	8.05
155018	Kansas City, Mo., Paola Station (n. o.), Kans.	Missouri, Kansas and Texas Rwy.	43.10	1,687	23		apt. 12 by 8.2, 1 l.	14
155019	Ottawa, Burlington	Atchison, Topeka and Santa Fé R. R.	44.68	497	14		apt. 22 by 8.10, 1 l.	12
155020	Girard, Kans., Joplin, Mo.	St. Louis and San Francisco Rwy.	39.53	434	23		apt. 12 by 7.3, 1 l.	14
155021	Waterville, Washington.	Central Branch Union Pacific R. R.	20.62	2,454	21		apt. 22.6 by 9.1 2 l. to Greenleaf 13.12 m.; no apt. residue.	14.81
155022	Greenleaf, Concordia	do	41.98	3,518	21		apt. 22.6 by 9.1, 2 l.	13
155023	Emporia, Howard	Atchison, Topeka and Santa Fé R. R.	77.89	542	23		apt. 11.9 by 7.3, 1 l.	8.60
155024	Cherry Vale, Arcadia.	Kansas City, Fort Scott and Memphis R. R.	73.98	628	21		apt. 14 by 9.1, 1 l.	7
155025	Solomon City, Beloit	Solomon R. R.	57.75	863	29		apt. 18 by 8.11, 1 l.	13
155026	Concordia, Lenora	Central Branch Union Pacific R. R.	133.68	1,607	21		apt. 22.6 by 9.1, 1 l.	9.50
155027	Yuma, Warwick	do	30.88	357	14		apt. 10.9 by 7.4, 1 l.	7
155028	Salina, McPherson	Salina and Southwestern Rwy.	36.60	259	25		apt. 13.6 by 6.2, 1 l.	7
155029	Downs, Alton	Central Branch Union Pacific R. R.	24.12	418	24		apt. 20 by 9.1, 1 l.	7
155030	Florence, Ellinwood	Atchison, Topeka and Santa Fé R. R.	99.09	635	28		apt. 13.4 by 9.3, 1 l.	7
155031	Paola, Le Roy	The Missouri Pacific Rwy.	58.78	1,761	17		apt. 16.4 by 6.10, 1 l. to Osawatimie 7.44 m., 2 l. residue.	14.88
155032	Jamestown, Burr Oak	Central Branch Union Pacific R. R.	33.97	269	20		no apt.	12
155033	Osawatimie, Ottawa	The Missouri Pacific Rwy.	31.40	2,337	28		apt. 20.6 by 9.3, 1 l.	7
155034	Burlingame, Manhattan.	Manhattan, Alma and Burlingame Rwy.	57.21	264	16		apt. 9.11 by 6.4, 1 l.	6
155035	Wellington, Kiowa	Atchison, Topeka and Santa Fé R. R.	68.77	1,012	24		apt. 21 by 9.3, 1 l.	7
155036	Fort Scott, Anthony	The Fort Scott, Wichita and Western Rwy.	214.93	1,357	23		apt. 21.5 by 9.2, 1 l.	13.04
155037	Mulvane, Caldwell	Atchison, Topeka and Santa Fé R. R.	39.41	861	24		apt. 21 by 9.3, 1 l.	10.60
155038	Leavenworth, Meriden.	Leavenworth, Topeka and Southwestern Rwy.	48.44	218	12		apt. 7 by 6, 1 l.	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
78.66	-----	91.49	-----	5,611.60	-----	6,474.74	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.57 m. increase.
437.76	90.00	314.64	90.00	29,277.38	6,019.20	21,043.12	6,019.20	July 1	Weighted 30 days from Apr. 1, 1890.
65.84	-----	42.75	-----	4,950.50	-----	3,207.53	-----	July 1	Weighted 30 d. ys from Apr. 1, 1890. 0.16 m. increase.
23.08	-----	-----	-----	994.74	-----	-----	-----	1889. Dec. 16	Weighted 30 days from Apr. 1, 1890. Lap over route 155008. New.
61.56	-----	53.01	-----	2,872.62	-----	2,493.59	-----	1890. July 1	Weighted 30 days from Apr. 1, 1890.
59.00	-----	46.17	-----	2,332.27	-----	1,790.01	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.76 m. increase.
124.24	-----	119.70	-----	2,768.02	-----	2,476.59	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. decrease.
149.63	-----	138.51	-----	6,281.46	-----	5,982.24	-----	July 1	Weighted 30 days from Apr. 1, 1890. 1.21 m. decrease.
65.84	-----	47.88	-----	5,095.35	-----	3,717.87	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.26 m. decrease.
60.26	-----	64.98	-----	5,123.85	-----	4,806.57	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. increase.
79.52	-----	79.52	-----	4,592.28	-----	4,601.02	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
111.15	-----	106.88	-----	15,414.28	-----	14,824.25	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
53.87	-----	42.75	-----	1,663.50	-----	1,319.26	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
44.17	-----	42.75	-----	1,689.32	-----	1,572.34	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. increase.
58.14	-----	65.84	-----	1,402.33	-----	1,583.45	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. increase.
69.26	-----	69.26	-----	6,862.97	-----	6,857.43	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. increase.
117.99	-----	73.58	-----	6,985.45	-----	4,326.71	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. decrease.
47.03	-----	55.58	-----	1,597.60	-----	1,661.98	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. increase.
182.53	-----	42.75	-----	2,836.14	-----	915.70	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
47.03	-----	59.00	-----	2,690.58	-----	3,378.98	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
85.50	-----	81.23	-----	5,879.33	-----	5,631.07	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.56 m. decrease.
100.04	-----	73.53	-----	21,501.59	-----	15,770.71	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.45 m. increase.
79.52	-----	75.24	-----	3,133.33	-----	2,883.94	-----	July 1	Weighted 30 days from Apr. 1, 1890. 1.08 m. increase.
43.61	-----	42.75	-----	2,025.24	-----	2,012.24	-----	July 1	Weighted 30 days from Apr. 1, 1890. 0.63 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	KANSAS—continued.		Miles.	Pounds.		Feet and inches.	
155039	Chicopee, Chanute....	Atchison, Topeka and Santa Fé R. R.	57.27	258 24		apt. 20 by 9, 11.....	7
155040	Atchison, Kans., Omaha, Nebr.	The Missouri Pacific Rwy.	106.16	1,355 26		apt. 20.6 by 9.3, 11.....	12.27
155041	Ottawa, Emporia....	Atchison, Topeka and Santa Fé R. R.	57.26	249 29		apt. 11.9 by 7.5, 11.....	6
155042	Wichita, Kingman....	Wichita and Western Rwy.	45.95	754 22		apt. 17 by 7.4, 11.....	10
155043	Weir City Junction (n. o.), Weir.	Kansas City, Fort Scott and Memphis R. R.	3.89	155 21		apt. 14 by 9.1, 21.....	14
155044	Lawrenceburgh, Belleville.	Junction City and Fort Kearney Rwy.	17.27	478 30		apt. 17.3 by 7.6, 11.....	7
155045	Butler, Mo., Le Roy, Kans.	St. Louis and Emporia R. R.	80.17	265 10		apt. 16.4 by 6.10, 11.....	6
155046	El Dorado, McPherson.	The Fort Scott, Wichita and Western Rwy.	62.86	252 14		apt. 16.7 by 8.11, 11.....	7
155047	Alton, Stockton....	The Rooks County R. R.	19.07	256 24		apt. 20 by 9, 11.....	7
155048	Attica, Medicine Lodge.	Atchison, Topeka and Santa Fé R. R.	21.61	286 22		no apt.....	7
155049	Beaumont, Anthony..	St. Louis and San Francisco Rwy.	117.03	427 24		apt. 12 by 7, 11.....	7
155050	Council Grove, Salina.	Topeka, Salina and Western R. R.	71.35	1,638 28		apt. 20.6 by 9.3, 11.....	7
155051	Wichita, Hutchinson.	Wichita and Colorado Rwy.	48.21	806 26		apt. 21.5 by 9.2, 11.....	14
155052	Hutchinson, Kinsley..	Atchison, Topeka and Santa Fé R. R.	84.54	530 17		apt. 11.11 by 7.6, 11.....	13
155053	Independence, Cedar Vale.	.....do.....	56.12	270 19		apt. 14.5 by 9.3, 11.....	7
155054	Manhattan, Marysville	Omaha and Republican Valley R. R.	55.56	840 26		apt. 15.2 by 7.5, 11.....	7
155055	Quenemo, Oaage City.	Atchison, Topeka and Santa Fé R. R.	20.71	135 17		no apt.....	12
155056	Chetopa, Belle Plaine.	Denver, Memphis and Atlantic Rwy.	146.19	707 20		apt. 14.11 by 8.5, 11, to Coffeyville, 31.18 m.; 21. thence to Dearing, 5.33 m.; 11. thence to Peru, 24.48 m.; 21. thence to Sedan, 5.66 m., and 1 l. residue, 79.54 m.	7.52
155057	Salina, Zurich.....	The Union Pacific, Lincoln and Colorado Rwy.	111.63	708 24		apt. 11.8 by 7.2, 11.....	6
155058	Belle Plaine, Larned..	Denver, Memphis and Atlantic Rwy.	128.37	398 23		apt. 14.11 by 8.5, 11.....	7
155059	Great Bend, Scott.....	Atchison, Topeka and Santa Fé R. R.	121.18	428 20		apt. 20.9 by 9.3, 11.....	7
155060	Topeka, Fort Scott....	Kansas, Nebraska and Dakota Rwy.	131.74	818 21		apt. 11.3 by 7, 11.....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
46.17	46.32	.....	2,644.15	.....	2,596.57	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.02 m. increase. 2.36 m. ext. Pittsburgh to Chicago from Aug. 1, 1889.
100.04	97.47	.....	16,622.64	.....	16,220.96	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.26 m. decrease.
46.17	45.32	.....	2,643.69	.....	2,576.44	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.41 m. increase.
74.39	78.66	.....	3,418.22	.....	3,626.22	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.16 m. decrease.
42.75	42.75	.....	166.29	.....	166.72	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.01 m. decrease.
62.42	42.75	.....	1,077.99	.....	732.30	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.14 m. increase.
46.17	48.73	.....	3,701.44	.....	3,800.11	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.34 m. increase.
46.17	42.75	.....	2,879.16	.....	2,657.76	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.19 m. increase.
46.17	59.00	.....	880.46	.....	1,128.13	.....	July 1	Weighed 30 days from Apr. 1, 1890.
48.74	70.11	.....	1,063.27	.....	1,525.69	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.15 m. decrease.
58.14	53.01	.....	6,804.12	.....	6,208.00	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.08 m. decrease.
120.56	65.84	.....	8,801.95	.....	4,754.96	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.87 m. decrease.
76.96	53.87	.....	3,709.75	.....	2,545.89	.....	July 1	Weighed 30 days from Apr. 1, 1890. 0.96 m. increase.
64.96	56.43	.....	5,493.40	.....	4,751.40	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.34 m. increase.
47.03	47.03	.....	2,639.32	.....	2,639.31	.....	July 1	Weighed 30 days from Apr. 1, 1889.
78.66	53.58	.....	4,370.34	.....	3,092.46	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.08 m. decrease.
42.75	42.75	.....	885.85	.....	880.66	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.11 m. increase.
72.68	68.40	.....	10,625.06	.....	10,000.08	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.01 m. decrease.
72.68	66.36	.....	8,113.26	.....	9,622.23	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.21 m. increase.
56.43	60.70	.....	7,243.91	.....	7,810.26	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.30 m. decrease.
59.06	66.60	.....	7,149.63	.....	8,077.49	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.06 m. increase.
56.45	42.75	.....	6,646.28	.....	5,591.27	.....	July 1	Weighed 30 days from Apr. 1, 1889. 0.95 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	KANSAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
155061	Larned, Jetmore	Atchison, Topeka and Santa Fé R. R.	46.94	202 23		apt., 1.9 by 7.3, 11.....	8
155062	Kingman, Mullinville.	Wichita and Western Rwy.	76.28	515 22		apt. 17 by 7.4, 11.....	7
155063	Le Roy, Dearing.....	Verdigris Valley, Independence and Western R. R.	81.64	839 17		apt. 16.4 by 6.10, 1 l. to Yates Center, 17.23 m.; 2 l. thence to Sidell, 17 m.; 1 l. residue, 47.41 m.	8.45
155064	Howard, Moline.....	Atchison, Topeka and Santa Fé R. R.	8.77	899 22		apt 11.9 by 7.8, 1 l.....	7
155065	Little River, Holly- rood.	.....do	26.42	149 14		no apt	8
155066	Chanute, Longton .....	.....do	45.08	394 18		apt. 23.5 by 9.3, 1 l.....	7
155067	Ottawa, Council Grove	The Council Grove, Osage City and Ottawa Rwy.	71.00	2, 642 28		apt. 20.6 by 9.3, 1 l.....	7
155068	Mulvane, Englewood.	Atchison, Topeka and Santa Fé R. R.	167.07	713 30		apt. 11.11 by 7.6, 1 l.....	8
155069	Benedict, Madison.....	.....do	46.24	166 16		apt. 6.1 by 7.2, 1 l.....	8
155070	Salina, McCracken.....	Kansas and Colorado R. R.	123.78	1, 800 28		apt. 20.6 by 9.3, 1 l.....	7
155071	Holsington, Great Bend.	.....do	16.51	254 21		no apt	14
155072	Colony, Yates Center..	Atchison, Topeka and Santa Fé R. R.	25.52	130 18	23	.....do	8
155073	Anthony, Kiowa.....	The Fort Scott, Wichita and Western Rwy.	30.28	438 23		apt. 16.4 by 6.10, 1 l....	7
155074	Hutchinson, Geneseo.	Salina, Sterling and El Paso R. R.	41.36	512 25		apt. 21.5 by 9.2, 1 l.....	7
155075	St. Joseph, Mo., Liberal, Kans.	Chicago, Rock Island, and Pacific Rwy.	434.64	2, 438 24		apt. 15.6 by 7.4, 8 l. to Horton, 40.90 m.; 1 l. thence to North Topeka, 48.30 m.; 2 l. thence to McFarland, 33 m.; 1 l. thence to Herrington, 49.40 m.; 2 l. out and 1 l. in, thence to Bucklin, 176.60 m.; 1 l. residue 86.44 m.	12.60
155076	Horton, Kans., Nelson, Nebr.	.....do	167.02	2, 492 22		apt. 16.6 by 7.7, 2 l. to Fairbury, 115.44 m.; 1 l. residue, 51.58 m.	11.62
155077	Bazaar, Barnard.....	Atchison, Topeka and Santa Fé R. R.	132.65	556 22		apt. 23.8 by 9.2, 1 l. between Strong and Barnard, 12.47 m.; no apt. residue.	8.90
155078	Sidell, Peru	Le Roy and Caney Valley Air Line R. R.	52.06	252 18		apt. 14.11 by 8.5, 1 l..	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75	44.46			2,008.68		2,082.50		July 1	Weighted 30 days from Apr. 1, 1889. 0.10 m. increase.
64.13	67.54			4,891.83		5,114.80		July 1	Weighted 30 days from Apr. 1, 1889. 0.55 m. increase.
77.81	68.69			6,352.40		5,419.22		July 1	Weighted 30 days from Apr. 1, 1889. 0.38 m. increase.
58.43	47.03			494.89		411.98		July 1	Weighted 30 days from Apr. 1, 1889. 0.01 m. increase.
42.75	42.75			1,129.45		1,160.66		July 1	Weighted 30 days from Apr. 1, 1889. 0.73 m. decrease.
58.43	52.34			2,543.86		4,167.30		July 1	Weighted 30 days from Apr. 1, 1889. 0.05 m. decrease.
128.25	64.98			9,105.75		4,635.67		July 1	Weighted 30 days from Apr. 1, 1889. 0.34 m. decrease.
72.68	68.40			12,142.64		11,408.42		July 1	Weighted 30 days from Apr. 1, 1889. 0.28 m. increase.
42.75	42.75			1,976.76		1,951.53		July 1	Weighted 30 days from Apr. 1, 1889. 0.59 m. increase.
111.15	91.48			13,989.44		11,549.35		July 1	Weighted 30 days from Apr. 1, 1889. 0.47 m. decrease.
46.17	42.75			485.24		442.03		July 1	Weighted 30 days from Apr. 1, 1889. 0.17 m. increase.
42.75	42.75			1,090.98		1,093.11		July 1	Weighted 30 days from Apr. 1, 1889. 0.05 m. decrease. 13.40 m. ext., Neosho Falls to Yates Center from Oct. 10, 1889.
59.00	58.14			1,788.52		1,769.20		July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. decrease.
64.13	62.41			2,652.41		2,611.28		July 1	Weighted 30 days from Apr. 1, 1890. 0.48 m. decrease.
134.34	128.25			58,346.07		55,678.45		July 1	Weighted 30 days from Apr. 1, 1890. 0.50 m. increase.
125.09	73.53			22,562.78		12,298.61		July 1	Weighted 30 days from Apr. 1, 1890. 0.24 m. decrease.
65.84	66.69			8,783.67		8,815.08		July 1	Weighted 30 days from Apr. 1, 1890. 0.47 m. increase.
46.17	44.46			2,408.61		2,352.37		July 1	Weighted 30 days from Apr. 1, 1890. 0.85 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	KANSAS—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
155079	Kansas City, Mo., Beatrice, Nebr.	Kansas City, Wyandotte and Northwestern R. R.	175.47	691.27		apt. 20.10 by 7.3, 1 l.....	8.55
155080	Burlington, Gridley ...	Atchison, Topeka and Santa Fé R. R.	11.13	96.14		apt. 22 by 8.16, $\frac{1}{2}$ l.....	3
155081	Olcott, Iuka	Kansas Southwestern Rwy.	19.99	140.18		no. apt	7
155082	Herington, Kans., El Reno, Ind. T.	Chicago, Rock Island and Pacific Rwy.	232.10	1,256.24		apt. 16.6 by 7.7, 1 l. to Caldwell; no apt. residue.	7
155083	Coffeyville, Paola	Missouri, Kansas and Texas Rwy.	125.63	1,357.22		apt. 12 by 8.2, 1 l.....	12.26
155084	McCracken, Kans., Towner, Colo.	Denver, Memphis and Atlantic Rwy.	141.54	1,290.23		apt. 20.6 by 9.3, 1 l.....	7
155085	Oakley, Colby	The Union Pacific, Lincoln and Colorado Rwy.	23.05	396.24		apt. 11.8 by 7.2, 1 l.....	6
155086	Geneseo, Kanopolis ...	The Kanopolis and Kansas Central Rwy.	14.80	75..		no. apt	3
155087	Wichita, Ellsworth ...	St. Louis and San Francisco Rwy.	106.43	842.25		r. p. o. 50 by 9 (40 ft. auth.), 1 l. to Burrton, 34.78 m.; apt. 20.6 by 7.4, 1 l.	9.28
155088	Manchester, Kans., Superior, Nebr.	Atchison, Topeka and Santa Fé R. R.	81.16	564.22		apt. 23.8 by 9.2, 1 l.....	7
155089	Belleville, McFarland .	Chicago, Rock Island and Pacific Rwy.	104.77	1,922.29		apt. 18.6 by 7.7, 1 l.....	14
155090	Le Roy, Madison	Interstate R. R.	30.08	233.10		apt. 18.4 by 6.10, 1 l.....	6
155091	Kansas City, Mo., Paola, Kans.	Kansas City and Southwestern Rwy.	54.07	3,610.28		apt. 20.6 by 9.3, 1 l.....	14
155092	Bucklin, Dodge City ..	Chicago, Rock Island and Pacific Rwy.	26.54	539.25		apt. 14.6 by 7.1, 1 l.....	10
155093	Dexter, Arkansas City	The Grouse Creek Rwy.	26.19	135.27		no apt	7
155094	Warwick, Prosser	Pacific Rwy. Co. in Nebr.	72.59	279.14		apt. 10.9 by 7.4, 1 l.....	7
155095	Gypsum, Marquette ..	The Council Grove, Smoky Valley and Western Rwy.	27.52	103.24		no apt	7
155096	Herington, Salina	Chicago, Rock Island, and Pacific Rwy.	49.93	123.29		apt. 14.6 by 7.1, 1 l.....	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
71.82		53.01		12,602.25		10,418.83		July 1	Weighed 30 days from Apr. 1, 1890. 0.70 m. decrease. 21.98 m. ext., Seneca to Summerfield from July 1, 1889; 35.44 m. ext., Summerfield to Beatrice from Feb. 3, 1890.
42.75		42.75		475.80		483.93		July 1	Weighed 30 days from Apr. 1, 1890. 0.19 m. decrease. Pay based upon a service of not less than six round trips per week.
42.75		42.75		854.57		867.39		July 1	Weighed 30 days from Apr. 1, 1890. 0.90 m. decrease.
95.76		80.37		22,235.89		20,336.04		July 1	Weighed 30 days from Apr. 1, 1890. 0.15 m. decrease. 63.91 m. ext., Caldwell, Kans., to Kingfisher, Ind. T., from Dec. 18, 1889; 24.61 m. ext., Kingfisher to El Reno, from Mar. 17, 1890.
100.04		45.32		12,568.02		5,698.53		July 1	Weighed 30 days from Apr. 1, 1890. 0.11 m. decrease.
97.47		75.24		13,795.90		10,635.16		July 1	Weighed 30 days from Apr. 1, 1890. 0.19 m. increase.
56.43		42.75		1,244.28		945.63		July 1	Weighed 30 days from Apr. 1, 1890. 0.07 m. decrease.
42.75		80.70		827.90		895.93		July 1	Weighed 30 days from Apr. 1, 1890. Pay based upon a service of not less than six round trips per week.
78.66	25.00	42.75	25.00	3,371.78	869.50	4,557.57	867.25	July 1	Weighed 30 days from Apr. 1, 1890. 0.18 m. decrease.
67.55		64.13		5,492.35		5,193.88		July 1	Weighed 30 days from Apr. 1, 1890. 0.17 m. increase.
124.83		101.75		13,078.43		10,661.36		July 1	Weighed 30 days from Apr. 1, 1890. 0.01 m. decrease.
44.46		42.75		1,837.35		1,281.64		July 1	Weighed 30 days from Apr. 1, 1890. 0.10 m. increase.
150.48		146.21		2,136.45		7,908.49		July 1	Weighed 30 days from Apr. 1, 1890. 0.02 m. decrease.
64.98		42.75		1,734.56		1,135.01		July 1	Weighed 30 days from Apr. 1, 1890. 0.01 m. decrease.
42.75		42.75		1,119.62		1,122.61		July 1	Weighed 30 days from Apr. 1, 1890. 0.07 m. decrease.
47.88		68.40		3,475.80		4,937.11		July 1	Weighed 30 days from Apr. 1, 1890. 0.41 m. increase.
42.75		122.27		1,176.43		3,369.64		July 1	Weighed 30 days from Apr. 1, 1890. 0.01 m. increase.
42.75		43.61		2,134.50		2,175.70		July 1	Weighed 30 days from Apr. 1, 1890. 0.04 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	KANSAS—continued.		Miles.	Pounds.		Feet and inches.	
155097	Dodge City, Montezuma.	The Dodge City, Montezuma and Trinidad Rwy.	27.96	118 21		no apt.....	6
155098	Zurich, Colby	The Union Pacific, Lincoln and Colorado Rwy.	93.51	558 24		apt. 11.8 by 7.2, 1 l.....	6
155099	Menager Junc. (n. o.), Leavenworth Sta. (n. o.).	Kansas City, Wyandotte and Northwestern R. R.	12.40	178 20		no apt.....	14
155100	Kansas City, Mo., North Topeka Sta. (n. o.), Kans.	Chicago, Rock Island, and Pacific Rwy. Co.	67.20	4, 274 34		apt. 16.6 by 7.7, 1 l.....	28
155101	Hutchinson, Kingman.	Hutchinson and Southern R. R.	82.70	354 19		no apt.....	18
	NEBRASKA.						
157001	Union Pacific Transfer (n. o.), Iowa, Ogden, Utah.	Union Pacific Rwy ...	1082.70	53, 610 36		r. p. o. 2 l. 60 ft., 1 l., 40 ft. to Julesburg, 374.08 m.; 2 l. 60 ft., thence to Green River, 472.97 m.; 3 l. 60 ft., thence to Granger, 30.53 m., and 2 l. 60 ft., thence residue, 156.12 m.; apt. 15.2 by 7.5 1 l. bet. Omaha and Valley, 34.12 m.	21.25
157002	Ashland, Hastings	Burlington and Missouri River R. R. in Nebraska.	121.98	12, 509 28		r. p. o. 51.3 by 9, 1 l. (50 ft. authorized) 40 by 9.3 1 l.; apt. 21 by 8.1 l., 1 l. between Lincoln and Crete, 20.10 m.	23.14
157003	Omaha, Nebr., Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	123.72	1, 831 25		apt. 22.3 by 9.4, 2 l. between Emerson and Sioux City, 29.32 m.; 1 l. residue, 94.40 m.	22.46
157004	Omaha, Orecopolis Junction (n. o.).	Burlington and Missouri River R. R. in Nebraska.	16.60	12, 468 26		r. p. o. 51.3 by 9, 1 l. (50 feet authorized).	21
157005	Nemaha City, York....	do	187.41	1, 949 ..		apt. (av.) 17.6 by 7.8, 1 l.	8.66
157006	Crete, Beatrice	do	30.57	2, 786 27		apt. 21 by 8.1 l., 2 l. bet. DeWitt and Beatrice; 1 l. residue.	15.51
157007	Coburn Junction (n. o.), Ponca.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	16.44	260 18		no apt.....	6
157008	Valley, Stromsburg ..	Omaha and Republican Valley Rwy.	90.78	1, 734 28		apt. 15.2 by 7.5, 2 l. to Valparaiso; 1 l. residue.	16.54
157009	Hastings, Nebr., Denver, Colo.	Burlington and Missouri River R. R. in Nebraska.	387.53	5, 967 28		r. p. o. 51.8 by 9 and 40 by 9.3 between Hastings and McCook, 131.98 m. (1 l. 50 ft. and 1 l. 40 ft. authorized); apt. 14 by 9, 1 l. between McCook and Denver, 255.55 m.	14
157010	Fremont, Nebr., Rapid City, S. Dak.	Fremont, Elkhorn and Missouri Valley R. R.	510.85	4, 336 25		r. p. o. 40 by 9.7, 1 l. to Long Pine, 213.81 m.; apt. 24 by 9.3, 1 l. Long Pine to Rapid City, 297.04 m.	8.18
157011	York, Central City....	Burlington and Missouri River R. R. in Nebraska.	42	1, 932 23		apt. 21 by 9, 1 l.....	9.74
157012	Columbus, Norfolk....	Omaha and Republican Valley Rwy.	50.79	1, 501 19		apt. 15.2 by 7.5, 2 l. to Oconee 9.45 m.; 1 l. residue.	21.23

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		1,185.29		1,178.61		July 1	Weighed 30 days from Apr. 1, 1890. 0.39 m. increase.
65.94		71.82		6,156.09		6,715.86		July 1	Weighed 30 days from Apr. 1, 1890.
42.75				530.10				1890. Mar. 5	Weighed 30 days from Apr. 1, 1890. New.
45.31				3,044.83				Oct. 1	Weighed 30 days from Apr. 1, 1890. Lap over route 155001. New.
53.01				1,783.42				1890. Feb. 14	Weighed 30 days from Apr. 1, 1890. New.
639.18	100.00 125.00 150.00	409.55	100.00 125.00 150.00	712,353.68	114,248.50	423,572.99	114,303.00	July 1	Weighed 30 days from Apr. 1, 1890. 0.54 m. decrease. r. p. o. \$125 per m. for 374.08 m.; \$100 for 629.09 m., and \$150 for 80.53 m.
250.52	66.00	199.22	65.00	30,558.43	7,928.70	34,300.85	7,928.70	July 1	Weighed 30 days from Apr. 1, 1890.
129.56		96.02		14,915.68		12,009.85		July 1	Weighed 30 days from Apr. 1, 1890. 0.58 m. decrease.
250.52	40.00	157.32	40.00	4,158.68	664.00	2,611.51	664.00	July 1	Weighed 30 days from Apr. 1, 1890.
125.09		85.50		17,271.06		11,748.53		July 1	Do.
139.37		124.83		4,260.54		3,816.05		July 1	Do.
47.03		42.75		773.17		702.81		July 1	Do.
116.28		70.11		10,555.89		6,339.34		July 1	Weighed 30 days from Apr. 1, 1890. 0.36 m. increase.
181.26	65.00	148.77	65.00	70,243.68	8,578.70	57,652.98	8,578.70	July 1	Weighed 30 days from Apr. 1, 1890.
160.74	25.00	147.92	25.00	82,114.02	5,845.25	75,476.18	5,821.00	July 1	Weighed 30 days from Apr. 1, 1890. 0.60 m. increase.
124.88		71.82		5,242.86		3,016.44		July 1	Weighed 30 days from Apr. 1, 1890.
106.88		60.71		5,428.43		3,078.78		July 1	Weighed 30 days from Apr. 1, 1890. 0.11 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEBRASKA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
157013	Lincoln, Nebr., Marysville, Kans.	Omaha and Republican Valley Rwy.	79.08	1,180.28		apt. 15.2 by 7.5, 1 l.	10
157014	Valparaiso, Lincoln	do	20.39	1,511.26		apt. 15.3 by 7.5, 1 l.	26
157015	Grand Island, Ord	do	63.70	951.16		apt. 14.7 by 6.6, 2 l. to St. Paul, 21.96 m.; 1 l. residue.	12
157016	Beatrice, Red Cloud	Burlington and Missouri River R. R. in Nebraska.	120.25	5,618.26		r. p. o. 40 by 9.1, 1 l. bet. Wymore and Red Cloud, 108.22 m.; apt. 35.3 by 8.10, 2 l. to Wymore, 12.03 m.; 1 l. residue, 108.22 m.	14.50
157017	Ooonce, Albion	Omaha and Republican Valley Rwy.	24.06	822.17		apt. 13.1 by 6.8, 1 l.	12
157018	Norfolk Junction (n. o.), Verdigris	Fremont, Elkhorn and Missouri Valley R. R.	54.12	461.14		apt. 10 by 7, 1 l. bet. Norfolk Jct. and Creighton, 42.10 m.	6
157019	Nemaha City, Beatrice	Burlington and Missouri River R. R. in Nebraska.	67.90	965.23		apt. 14 by 6.11, 1 l.	6
157020	Wymore, Table Rock	do	40.37	6,374.27		r. p. o. 40 by 9.1, 1 l.; apt. 35.2 by 9.1, 1 l.	14
157021	Emerson, Norfolk	Chicago, St. Paul, Minneapolis and Omaha Rwy.	47.13	1,440.25		apt. 20.11 by 9.4, 1 l.	25
157022	Wakefield, Hartington.	do	34.06	249.17		no apt.	6
157023	Vacant.						
157024	Chester, Hebron	Burlington and Missouri River R. R. in Nebraska.	12.20	235.25		apt. 8.6 by 7.4, 1 l.	6
157025	Genoa, Cedar Rapids	Omaha and Republican Valley Rwy.	30.83	260.18		no apt.	12
157026	De Witt, Superior	Burlington and Missouri River R. R. in Nebraska.	85.52	748.25		apt. 14 by 6.11, 1 l. to Edgar, 57.66 m.	6
157027	Aurora, Grand Island	do	19.96	2,455.24		apt. 21 by 9, 1 l.	13
157028	Odell, Nebr., Concordia, Kans.	do	72.29	963.27		apt. 21 by 8.11, 1 l.	6
157029	Hastings, Oxford	do	106.15	3,193.26		r. p. o. 40 by 9.1, 1 l. bet. Red Cloud and Oxford, 64.87 m.; apt. 35.3 by 8.11, 1 l. bet. Red Cloud and Oxford.	10.88
157030	Kearney, Kearney	do	24.57	323.25		no apt.	7
157031	Holdrege, Elwood	Burlington and Missouri River R. R. in Nebraska.	23.72	1,529.23		apt. 14 by 6.11, 1 l.	7
157032	Republican City, Nebr., Oberlin, Kans.	do	73.73	702.26		apt. 18.4 by 8.10, 1 l.	6
157033	St. Paul, Loup City	Omaha and Republican Valley Rwy.	39.61	330.16		apt. 14.7 by 6.6, 1 l.	12
157034	Fairmont, Hebron	Burlington and Missouri River R. R. in Nebraska.	36.39	258.26		apt. 8.6 by 7.4, 1 l.	7.44
157035	Chadron, Nebr., Douglas, Wyo.	Fremont, Elkhorn and Missouri Valley R. R.	140.33	751.23		apt. 14 by 9.3, 1 l.	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
93.20		71.82		7,370.25		5,036.43		July 1	Weighted 30 days from Apr. 1, 1890. 0.60 m. increase.
106.88		85.50		2,179.28		1,700.44		July 1	Weighted 30 days from Apr. 1, 1890. 0.20 m. decrease.
82.94		74.39		5,283.27		4,644.91		July 1	Weighted 30 days from Apr. 1, 1890. 1.26 m. increase.
176.93	25.00	142.79	25.00	21,283.04	2,705.50	17,170.49	2,705.50	July 1	Weighted 30 days from Apr. 1, 1890.
77.81		58.14		2,660.20		1,986.64		July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
60.71		53.87		3,285.62		2,904.13		July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. increase.
83.79		65.84		5,689.34		4,470.53		July 1	Weighted 30 days from Apr. 1, 1890.
185.54	25.00	151.84	25.00	7,490.24	1,009.25	6,185.26	1,021.75	July 1	Weighted 30 days from Apr. 1, 1890. 0.50 m. decrease.
106.02		49.69		4,906.72		2,385.19		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
46.17		42.75		1,572.55		1,450.93		July 1	Weighted 30 days from Apr. 1, 1890. 0.12 m. increase.
44.46		42.75		542.41		521.35		July 1	Weighted 30 days from Apr. 1, 1890.
47.03		42.75		1,440.93		1,312.85		July 1	Weighted 30 days from Apr. 1, 1890. 0.12 m. increase.
74.39		59.85		6,361.84		5,118.37		July 1	Weighted 30 days from Apr. 1, 1890.
134.24		94.91		2,679.43		1,894.40		July 1	Weighted 30 days from Apr. 1, 1890.
84.65		64.98		6,119.34		4,697.40		July 1	Weighted 30 days from Apr. 1, 1890.
144.50	25.00	104.16	25.00	15,338.67	1,621.75	17,443.64	1,624.50	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
51.30		54.73		1,260.44		1,344.47		July 1	Weighted 30 days from Apr. 1, 1890.
107.73		42.75		3,094.00		1,327.78		July 1	Weighted 30 days from Apr. 1, 1890.
72.68		70.97		5,722.09		5,587.46		July 1	Do.
51.30		53.87		2,081.99		2,133.71		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase.
46.17		53.01		1,680.12		1,932.21		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
74.39		69.71		10,489.14		8,622.46		July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route, per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEBRASKA—continued.		Miles.	Pounds.		Feet and inches.	
157036	Grand Island, Nebr., New Castle, Wyo.	Burlington and Missouri River R. R. in Nebraska.	424.98	1,290.25		apt. 21 by 9.11 to Crawford, 327.02 m.	6
157037	Fremont, Lincoln	Fremont, Elkhorn and Missouri Valley R. R.	52.69	986.28		apt. 20 by 9.3, 11	15.64
157038	Omaha, Ashland	Burlington and Missouri River R. R. in Nebraska.	31.29	16,964.28		r.p. o. 51.3 by 9.11; 40 by 9.3, 11	21
157039	Plattsmouth, Ashland	do	31.37	2,251.29		r.p. o. 51.3 by 9.11 to Orecopolis Junction, 4.47 m.; apt. 8.6 by 7.4, 11	8.9
157040	Weeping Water, Lincoln.	Missouri Pacific Rwy.	35.65	925.24		apt. 16.4 by 6.10, 11	13
157041	Scribner, Oakdale	Fremont, Elkhorn and Missouri Valley R. R.	115.30	324.25		apt. 14 by 9.3, 11	6
157042	Elwood, Nebr., Cheyenne, Wyo.	Burlington and Missouri River R. R. in Nebraska.	307.82	939.29		apt. 14 by 6.11, 11	7
157043	Edgar, Holdrege	do	81.11	844.26		do	6
157044	Aurora, Hastings	do	29.82	204.28		no apt.	6
157045	Fairfield, Stromsburgh	Kansas City and Omaha R. R.	65.28	973.27		apt. 15.2 by 7.5, 11	6
157046	Orleans, Nebr., St. Francis, Kans.	Burlington and Missouri River R. R. in Nebraska.	134.46	964.26		apt. 21 by 9.11	6
157047	Weeping Water, Nebraska City.	Missouri Pacific Rwy.	25.18	1,608.25		apt. 20.6 by 9.3, 11	14
157048	Nebraska City, Auburn.	do	22.82	1,640.25		apt. 20.6 by 9.3, 11	14
157049	Central City, Arcadia.	Burlington and Missouri River R. R. in Nebraska.	71.07	458.26		apt. 14 by 7.2, 11	6
157050	Fairbury, Nebr., Colorado Springs, Col.	Chicago, Rock Island and Pacific Rwy.	454.79	2,022.22		apt. 16.6 by 7.7, 2.1. to Phillipsburgh, 128.57 m.; 11 residue.	14
157051	Omaha, Arlington	Fremont, Elkhorn and Missouri Valley R. R.	28.78	2,291.27		apt. 20 by 9.3, 11	14
157052	Platte River Junction (n. o.) and Hastings.	do	120.00	941.25		do	12
157053	Fairfield, Alma	Kansas City and Omaha R. R.	87.50	901.27		apt. 15.2 by 7.5, 11	6
157054	Fairbury, McCool Junction.	do	50.54	190.24		apt. 12 by 7.7, 11	6
157055	Palmer, Burwell	Burlington and Missouri River R. R. in Nebraska.	69.38	330.24		apt. 11 by 7.1, 11	6
157056	Linwood, Superior	Fremont, Elkhorn and Missouri Valley R. R.	122.91	349.26		apt. 20 by 9.3, 11	6
157057	Ashland, Schnyler	Burlington and Missouri River R. R. in Nebraska.	50.71	464.26		apt. 9.7 by 6.7, 11	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
97.47		88.92		41,422.80		39,106.31		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase. From Nov. 25, 1889, on 56.96 m. ext. from Alliance to Crawford, and from Feb. 10, 1890, on 97.71 m. ext. from Crawford to New Castle.
84.65		51.30		4,480.20		2,717.36		July 1	Weighted 30 days from Apr. 1, 1890. 0.28 m. decrease.
298.40	65.00	174.43	65.00	9,310.08	2,028.00	5,441.90	2,028.00	July 1	Weighted 30 days from Apr. 1, 1890.
131.67	40.00	178.58	40.00	4,130.48	173.80	5,632.48	173.80	July 1	Do.
82.08		44.17		2,928.15		1,621.03		July 1	Weighted 30 days from Apr. 1, 1890. 0.51 m. increase.
51.30		78.97		5,914.59		5,312.35		July 1	Weighted 30 days from Apr. 1, 1890. 0.43 m. decrease.
82.08		80.37		35,265.86		34,739.49		July 1	Weighted 30 days from Apr. 1, 1890.
78.69		42.75		6,880.11		3,467.45		July 1	Do.
42.75		42.75		1,274.80		1,275.66		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
88.79		42.75		5,460.81		2,790.66		July 1	Weighted 30 days from Apr. 1, 1890. 0.21 m. decrease.
88.79		91.25		11,366.40		10,922.18		July 1	Weighted 30 days from Apr. 1, 1890.
111.16		94.90		2,796.75		2,860.16		July 1	Weighted 30 days from Apr. 1, 1890. 0.31 m. increase.
112.88		88.92		2,578.59		2,035.37		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
60.71		58.86		4,314.65		3,827.88		July 1	Weighted 30 days from Apr. 1, 1890.
126.25		110.30		58,226.81		50,128.04		July 1	Weighted 30 days from Apr. 1, 1890. 0.32 m. increase.
121.67		112.86		3,789.46		3,287.96		July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. increase.
82.94		64.12		9,962.80		7,685.42		July 1	Weighted 30 days from Apr. 1, 1890. 0.14 m. increase.
81.23		42.75		7,197.62		3,753.02		July 1	Weighted 30 days from Apr. 1, 1890. 0.29 m. decrease.
42.75		44.46		2,160.58		2,250.56		July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. decrease.
51.30		44.17		3,556.19		3,203.27		July 1	Weighted 30 days from Apr. 1, 1890.
58.61		60.71		6,515.45		7,454.58		July 1	Weighted 30 days from Apr. 1, 1890. 0.12 m. increase.
61.56		42.75		3,121.70		2,167.35		July 1	Weighted 30 days from Apr. 1, 1890.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEBRASKA—continued.		Miles.	Pounds.		Feet and inches.	
157058	Boelus, Nantasket	Omaha and Republican Valley Rwy.	9.65	1621		no apt.....	6
157059	Talmage, Crete	Missouri Pacific Rwy.	58.60	17213		apt. 10.9 by 7.4, 11.....	6
157060	Wayne, Randolph.....	Chicago, St. Paul Minneapolis and Omaha Rwy.	20.90	9117		no apt.....	6
157061	Greeley, Ericson	Burlington and Missouri River R. R. in Nebraska.	18.64	2918		no apt.....	3
	SOUTH DAKOTA.						
159001	Sioux City, Iowa, Mitchell, S. Dak.	Chicago, Milwaukee and St. Paul Rwy.	138.35	1,924		apt. 26.5 by 9.4, 11.....	8.67
159002	Marion, Chamberlain.....	do	111.60	2,035	18	apt. 26.2 by 9.3, 11.....	12
159003	Flandreau, Sioux Falls	do	39.34	1,094	23	apt. 22 by 8.8, 11.....	6
159004	Egan, Woonsocket	do	85.29	1,459	26	apt. 25.1 by 9.3, 11.....	6
159005	Millbank, Wilmot.,	do	17.23	94	16	no apt.....	6
159006	Huron, Columbia.....	Dakota Central Rwy..	97.30	1,696	28	apt. 24 by 9.2, 11.....	6
159007	Ashton, Edgeley	Chicago, Milwaukee and St. Paul Rwy.	96.96	979	18	apt. 23.5 by 9.4, 11. to Aberdeen, 32.79 m.; no apt. residue, 64.17 m.	6
159008	Brookings, Watertown	Dakota Central Rwy..	48.20	980	26	apt. 15.11 by 7.6, 11.....	12
159009	Mitchell, Ashton	Chicago, Milwaukee and St. Paul Rwy.	96.24	1,617	28	apt. 20.2 by 9.2, 11.....	9.42
159010	Centerville, Yankton..	Chicago and Northwestern Rwy.	29.28	341	20	no apt.....	12
159011	Andover, Harlem	Chicago, Milwaukee and St. Paul Rwy.	55.76	271		no apt.....	6
159012	Columbia, Oakes	Chicago and Northwestern Rwy.	39.57	1,441	19	apt. 24 by 9.2, 11.....	6
159013	Redfield, Gettysburgh.	do	75.93	663	26	apt. 15.5 by 7.5, 11.....	6
159014	Tripp, Armour.....	Chicago, Milwaukee and St. Paul Rwy.	29.42	497	20	no apt.....	6
159015	Roscoe, Orient	do	41.63	161	17	do	6
159016	Roscoe, Eureka	do	23.65	444	18	apt. 13 by 7.7, 11.....	6
159017	Madison, Bristol	do	103.65	621	17	apt. 14.4 by 7.7, 11.....	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolla.	Dolla.	Dolla.	Dolla.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		412.53		416.88		July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. decrease.
42.75		42.75		2,505.15		2,496.73		July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. increase.
42.75		42.75		893.47		890.48		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. increase.
42.75				794.86				1889. Apr 1	Weighted 30 days from Apr. 1, 1890. New. Pay based on a service of not less than six round trips per week.
124.89		77.81		17,270.23		10,751.78		1890. July 1	Weighted 30 days from May 15, 1890. 0.17 m. increase.
128.25		128.11		14,824.24		14,415.13		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
68.92		87.29		3,498.11		2,252.06		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. increase.
104.31		94.05		8,894.59		8,022.46		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
42.75		42.75		786.58		737.88		July 1	Weighted 30 days from May 15, 1890. 0.03 m. decrease.
114.57		74.89		11,147.06		7,235.17		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
38.79		79.51		8,124.27		7,697.36		July 1	Weighted 30 days from May 15, 1890. 0.15 m. increase.
82.08		45.32		3,956.25		2,184.87		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
111.15		108.59		10,697.07		10,435.49		July 1	Weighted 30 days from Apr. 1, 1890. 0.14 m. increase.
52.16		47.03		1,537.24		1,383.21		July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. decrease.
47.09		42.75		2,622.39		2,385.02		July 1	Weighted 30 days from May 15, 1890. 0.03 m. decrease.
104.31		91.49		4,127.54		3,595.55		July 1	Weighted 30 days from Apr. 1, 1890. 0.27 m. increase.
71.82		62.41		5,453.29		4,700.09		July 1	Weighted 30 days from Apr. 1, 1890. 0.62 m. increase.
57.29		42.75		1,169.86		884.83		July 1	Weighted 30 days from Apr. 1, 1890. 0.19 m. increase.
42.75		49.56		1,779.68		2,069.89		July 1	Weighted 30 days from May 15, 1890. 0.10 m. decrease.
59.65		42.75		1,595.00		1,141.42		July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. decrease.
69.26		56.43		7,178.79		5,684.29		July 1	Weighted 30 days from Apr. 1, 1890. 0.26 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
SOUTH DAKOTA—cont'd							
159018	Doland, Groton	Chicago and North-western Rwy.	39.28	156.19		no apt.	6
159019	Salem, Mitchell	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.08	322.17		apt. 8.9 by 7.5, 1 l.	6
159020	Rapid City, White-wood.	Fremont, Elkhorn and Missouri Valley R. R.	36.93	1,872.27		apt. 24 by 9.3, 1 l.	7
159021	Watertown, Huron....	The Great Northern Rwy.	70.72	540.14		apt. 22.2 by 8.11, 1 l.	6
159022	Deadwood, Lead City.	Deadwood Central R. R.	3.53	196		no apt.	6
NORTH DAKOTA.							
161001	Breckenridge, Minn., Hope, N. Dak.	The Great Northern Rwy.	93.16	854.15		apt. 22.2 by 8.11, 1 l. to Everest, 82.85 m.; $\frac{1}{2}$ l. thence to Ripon, 10.60 m.; no apt. residue.	5.04
161002	Fargo, Neche	do	157.90	4,232.26		apt. 24.6 by 9.3, 1 l.	9.87
161003	Everest, Langdon....	do	154.94	563.10		apt. 18.7 by 8.9 (av.), $\frac{1}{2}$ l. to Portland Junction, 51.42 m.; 1 l. residue, 103.52 m.	6
161004	Ripon, Portland Junction (n. o.).	do	41.39	553.16		apt. 22.2 by 8.11, $\frac{1}{2}$ l.	6
161005	Fargo, Edgeley	Northern Pacific R. R.	109.94	492.20		apt. 24 by 8.10, 1 l. to Valley Junction, 81.5 m.; 2 l. thence to La Moure, 6.5 m.; no apt. residue, 21.84 m.	6.35
161006	Jamestown, Leeds	do	108.39	719.15		apt. 24.6 by 9.1, 1 l. to Minnewaukon, 90.20 m.; no apt. residue, 18.19 m.	6
161007	Sanborn, Cooperstown	do	36.17	147.15		no apt.	6
161008	Fargo, N. Dak., Ortonville, Minn.	Chicago, Milwaukee and St. Paul Rwy.	119.62	565.15		apt. 15.9 by 7.6, 1 l.	6
161009	Jamestown, La Moure.	Northern Pacific R. R.	48.85	712.24		apt. 23.9 by 8.11, 1 l.	6
161010	Devil's Lake, N. Dak., Great Falls, Mont.	The Great Northern Rwy.	667.81	2,441.29		r. p. o., 49.5 by 9.4, 1 l. to Minot, 117.88 m.; (not authorized); apt. 24.6 by 9.3, 1 l. residue, 549.93 m.	7
161011	Tintah Junction (n. o.), Minn., Aberdeen, S. Dak.	do	119.28	624.13		apt. 15.10 by 8.10, 1 l.	6
161012	Valley Junction (n. o.), Oakes.	Northern Pacific R. R.	15.21	703.25		apt. 23.9 by 8.11, 1 l.	6
161013	Bugby, Bottineau	The Great Northern Rwy.	28.45	138.14		no apt.	3

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		1,679.22		1,677.51		July 1	Weighted 30 days from Apr. 1, 1890. 0.04 m. increase.
51.30		47.02		1,697.00		1,556.36		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
122.27		117.13		4,515.43		4,365.49		July 1	Weighted 30 days from Apr. 1, 1890. 0.34 m. decrease.
65.84		42.75		4,656.20		3,016.86		July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. increase.
42.75		42.75		150.90		143.21		July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. increase from Nov. 25, 1890. New.
78.66		75.24		7,327.96		7,016.13		July 1	Weighted 30 days from Apr. 1, 1890. 0.09 m. decrease. Pay based upon a service of not less than six round trips per week.
159.69		98.18		25,246.63		15,654.57		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase.
66.69		69.25		10,332.94		10,748.98		July 1	Weighted 30 days from Apr. 1, 1890. 0.28 m. decrease.
65.84		60.71		2,725.11		2,514.00		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
63.27		58.14		6,965.90		6,395.40		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
72.68		49.56		7,877.78		5,797.53		July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. decrease. From Mar. 16, 1890, on 18.19 m., extension from Minnewaukon to Leeda.
43.75		42.75		1,546.26		1,553.96		July 1	Weighted 30 days from Apr. 1, 1890. 0.18 m. decrease.
66.69		61.56		7,977.45		7,357.65		July 1	Weighted 30 days from Apr. 1, 1890. 0.10 m. increase.
72.68		42.75		3,530.41		2,089.19		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
134.24		59.85		89,646.81		39,969.02		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
69.26		81.22		8,261.33		9,690.35		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
72.68		61.56		1,105.46		936.32		July 1	Weighted 30 days from Apr. 1, 1890.
42.75		42.75		1,643.73		1,628.77		July 1	Weighted 30 days from Apr. 1, 1890. 0.35 m. increase. Pay based upon a service of not less than six round trips per week.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
NORTH DAKOTA—cont'd.							
161014	Rutland, Ellendale....	The Great Northern Rwy.	49.80	75	13	no apt.....	3
161015	Fairmount, Oakes.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	73.40	949	16	apt. 21.3 by 7.3, 1 l.	6
161016	Church's Ferry, St. John's.	The great Northern Rwy.	55.02	143	15	no apt.....	3
161017	Carrington, Sykeston..	Northern Pacific R. R.	12.14	56	15	do	6
MONTANA.							
163001	Silver Bow, Garrison...	Montana Union Rwy...	44.75	1,719	27	apt. 15.6 by 9.4, 1 l.	17.25
163002	Vacant.						
163003	Stuart, Anaconda	do	8.50	582	25	no apt.....	12
163004	Drummond, Rumsey...	Northern Pacific R. R.	31.59	342	20	do	7
163005	Butte City, Great Falls	Montana Central Rwy.	172.79	1,872		apt. 24.6 by 9.3, 1 l.	10
163006	Vacant.						
163007	Clough Junction, Marysville.	Northern Pacific R. R.	12.47	100	15	no apt.....	6
163008	Missoula, Grantdale...	do	50.87	541	15	apt. 17.9 by 8.10, 1 l.	6
163009	Silver Bow, Butte City.	Montana Union Rwy.	8.05	2,298	24	apt. 15.6 by 9.4, 1 l. r. p. o. 40 by 7.5, 1 l. (not auth.).	23
163010	Great Falls, Sandcoulee.	The Great Northern Rwy.	16.41	52	15	no apt.....	6
163011	Laurel Junction (n. o.), Red Lodge.	Rocky Fork and Cooke City Rwy.	44.78	152	12	do	7
163012	Livingston, Cinnabar Station (n. o.)	Northern Pacific R. R.	51.00	148	15	do	3
WYOMING.							
164001	Granger, Wyo., Huntington, Oregon.	The Oregon Short Line and Utah Northern Rwy.	541.45	16,151	31	r. p. o. 60.1 by 8.11, 1 l.	7
164002	Cheyenne, Wendover.	Union Pacific, Denver and Gulf Rwy.	123.27	249	19	apt. 16.5 by 6.10, $\frac{1}{2}$ l.	3

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Do ls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		2,128.95		2,128.95		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. increase. Pay based upon a service of not less than six round trips per week.
82.94		58.99		6,087.79		4,385.08		July 1	Weighted 30 days from Apr. 1, 1890. 0.76 m. increase.
42.75		42.75		2,352.10		2,351.25		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. increase. Pay based upon a service of not less than six round trips per week.
42.75		42.75		561.78		561.78		July 1	Weighted 30 days from Apr. 1, 1890. New from May 1, 1889.
115.43		82.94		5,165.49		3,724.60		July 1	Weighted 30 days from Apr. 1, 1890. 0.15 m. decrease.
67.55		42.75		574.17		364.65		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
52.16		47.17		1,647.73		1,506.38		July 1	Weighted 30 days from Apr. 1, 1890. 0.53 m. decrease. 5.45 m. ext., Phillipsburgh to Ramsey from May 1, 1889.
122.27		103.46		21,127.03		17,873.74		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. increase.
42.75		42.75		533.09		554.46		July 1	Weighted 30 days from Apr. 1, 1890. 0.50 m. decrease.
65.84		47.88		3,349.28		2,441.88		July 1	Weighted 30 days from Apr. 1, 1890. 0.13 m. decrease.
131.67		123.38		1,059.94		1,077.71		July 1	Weighted 30 days from May 1, 1890. 0.03 m. decrease.
42.75				701.52				July 1	Weighted 30 days from Apr. 1, 1890. New. From Apr. 1, 1890, to June 30, 1890, on 16.18 m.
42.75				1,914.34				July 1	Weighted 30 days from Apr. 1, 1890. New. From Aug. 20, 1889, to June 30, 1890, on 44.58 m.
42.75				2,180.25				Feb. 17	Weighted 30 days from Apr. 1, 1890. New. Pay based upon a service of not less than six round trips per week.
289.85	50.00	187.58	50.00	158,983.28	27,072.50	90,717.75	27,067.00	July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. increase.
46.17		57.39		5,691.37		7,058.70		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase. Pay based upon a service of not less than six round trips per week.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	WYOMING—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
164003	Douglas, Casper	Fremont, Elkhorn and Missouri Valley R. R.	53.31	407	28	apt. 14 by 9.3, 1 l. to Glenrock; no apt. residue.	6
	COLORADO.						
165001	Denver, El Moro	Denver and Rio Grande R. R.	207.25	4,393	24	apt. 18.5 by 7.5, 2 l. to Pueblo, 120.35 m.; 1 l. thence to Cucharas, 49.7 m.; no apt. residue, 37.20 m.	10.72
165002	Erie, Boulder	Denver and Boulder Valley R. R.	14.43	547	24	no apt.	6
165003	Denver, Fort Collins ..	Union Pacific, Denver and Gulf Rwy.	75.30	1,765	25	apt. 13.8 by 8.11, 2 l. to Argo Junction, 2.58 m.; 1 l. residue, 72.72 m.	11.46
165004	Cucharas, Colo., Española, N. Mex.	Denver and Rio Grande R. R.	200.92	1,110	21	apt. 15.1 by 7.6, 1 l.	8.4
165005	Denver, Leadville	The Denver, Leadville and Gunnison Rwy.	162.08	1,881	16	apt. 16.8 by 7.5, 1 l.	7.75
165006	La Junta, Colo., Deming, N. Mex.	Atchison, Topeka and Santa Fé R. R.	578.41	8,448	22	r. p. o. 50 by 9.4, 1 l. between La Junta and Albuquerque, 347.50 m.; apt. 20 by 9.3, 1 l. between Albuquerque and Deming, 230.91 m.; no apt. residue.	11.20
165007	Denver, Colo., Cheyenne, Wyo.	Union Pacific Rwy.	107.40	4,481	37	apt. 24.2 by 9.4, 2 l. to La Salle, 46.98 m.; 1 l. residue, 60.42 m.	23.04
165008	Vacant.						
165009	Poncho Springs, Mont.	Denver and Rio Grande R. R.	15.89	57	10	no apt.	6
165010	Vacant.						
165011	Alamogosa, Del Norte	do	31.84	321	18	no apt.	6
165012	Salida, Grand Junction.	do	209.44	2,365	21	apt. 18.5 by 7.5, 1 l.	14.46
165013	Vacant.						
165014	Schwander's Station (n. o.), Romley.	The Denver, Leadville and Gunnison Rwy.	22.92	164	14	no apt.	6
165015	Mears (n. o.), Villa Grove.	Denver and Rio Grande R. R.	20.21	198	13	no apt.	6
165016	Gunnison, Crested Butte.	do	28.54	153	15	no apt.	6
165017	Julesburgh, La Salle ..	Union Pacific, Denver and Gulf Rwy.	151.04	2,718	30	apt. 15.2 by 7.5, 1 l.	14
165018	Leadville, Aspen	Denver and Rio Grande R. R.	136.77	1,464	19	apt. 18.5 by 7.5, 1 l.	7
165019	Pueblo, Leadville	do	162.15	4,372	20	apt. 18.5 by 7.5, 2 l. to Salida, 97.69 m.; 1 l. residue, 61.46 m.	11.20
165020	Argo Junction (n. o.), Silver Plume.	Union Pacific, Denver and Gulf Rwy.	51.73	1,629	15	apt. 14.11 by 7.6, 1 l. to Georgetown, 47.40 m.; no apt. residue, 4.33 m.	14.22

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
57.29		42.75		3,054.12		2,323.16		July 1	Weighted 30 days from Apr. 1, 1890. 1.15 m. decrease.
161.60		141.93		33,491.60		29,390.86		July 1	Weighted 30 days from Apr. 1, 1890. 0.31 m. increase.
65.84		47.88		950.07		671.76		July 1	Weighted 30 days from Apr. 2, 1890. 0.40 m. increase. From June 1, 1890, route curtailed to begin at Erie.
117.99		106.02		8,894.64		7,920.76		July 1	Weighted 30 days from Apr. 2, 1890. 0.59 m. increase.
89.78		74.39		18,038.59		14,951.64		July 1	Weighted 30 days from Apr. 1, 1890. 0.07 m. decrease.
123.12		88.07		18,717.93		13,275.67		July 1	Weighted 30 days from Apr. 2, 1890. 1.29 m. increase.
207.77	25.00	164.16	25.00	120,178.24	8,687.50	95,056.84	8,702.25	July 1	Weighted 30 days from Apr. 1, 1890. 0.64 m. decrease. r. p. o. \$25 per mile for 347.50 miles, between La Junta and Albuquerque.
163.31		111.15		17,539.49		11,936.39		July 1	Weighted 30 days from Apr. 2, 1890. 0.01 m. increase.
42.75		42.75		670.74		687.84		July 1	Weighted 30 days from Apr. 1, 1890. 0.40 m. decrease.
51.30		48.61		1,633.39		1,388.97		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. decrease.
123.38		108.50		27,935.10		22,742.01		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. increase.
42.75		62.16		979.83		1,175.68		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. increase. From Nov. 1, 1889, 1.94 miles extension from St. Elmo to Romley.
42.75		42.75		863.97		861.84		July 1	Weighted 30 days from Apr. 1, 1890. 0.05 m. increase.
42.75		42.75		1,220.08		1,223.50		July 1	Weighted 30 days from Apr. 1, 1890. 0.08 m. decrease.
137.66		83.79		20,792.16		12,648.93		July 1	Weighted 30 days from Apr. 2, 1890. 0.08 m. increase.
105.17		88.92		14,384.10		12,254.95		July 1	Weighted 30 days from Apr. 1, 1890. 1.05 m. decrease.
161.60		137.06		26,203.44		22,267.88		July 1	Weighted 30 days from Apr. 1, 1890. 0.39 m. increase.
107.73		78.66		5,572.87		4,087.16		July 1	Weighted 30 days from Apr. 2, 1890. 0.23 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	COLORADO—continued.		Miles.	Pounds.		Feet and inches.	
165021	Forks Creek, Central City.	Union Pacific, Denver and Gulf Rwy.	11.22	422 11		no apt.	14
165022	Sheridan Junction (n. o.), Morrison.	The Denver, Leadville and Gunnison Rwy.	9.53	135 16		no apt.	14
165023	Denver, Pueblo	Union Pacific, Denver and Gulf Rwy.	126.42	1,958 25		apt. 21.4 by 7.2, 1 l.	7
165024	Garco, London (n. o.)...	The Denver, Leadville and Gunnison Rwy.	15.54	173 13		no apt.	6
165025	Manitou Junc. (n. o.), Colorado Springs.	Union Pacific, Denver and Gulf Rwy.	9.29	178 20		no apt.	14
165026	Dickey Station (n. o.), Dillon.	The Denver, Leadville and Gunnison Rwy.	2.91	102 12		no apt.	6
165027	Greeley, Stout	Union Pacific, Denver and Gulf Rwy.	39.23	695 25		apt. 13.8 by 8.11, 1 l. to Fort Collins, 24.85 m.; no apt. residue, 14.88 m.	10.43
165028	Denver, Lyons	Burlington and Missouri River R. R. (in Nebraska).	48.86	121 23		no apt.	6
165029	Boulder, Sunset	Union Pacific, Denver and Gulf Rwy.	13.32	126 9		do	6
165030	Colorado Springs Station (n. o.), Manitou Station (n. o.).	Denver and Rio Grande R. R.	5.20	263 17		do	28
165031	Como, Buena Vista....	The Denver, Leadville and Gunnison Rwy.	49.12	147 14		do	6
165032	Como, King	do	4.21	24 8		do	6
165033	El Moro, Trinidad	Denver and Rio Grande R. R.	4.74	177 28		do	7
165034	Colorado Springs, Aspen.	The Colorado Midland Rwy.	217.07	1,342 31		apt. 20 by 9.1, 1 l. to Aspen Junc., 198.87 m.; no apt. residue, 18.70 m.	8.28
165035	Denver, Pueblo	Atchison, Topeka and Santa Fé R. R.	117.52	1,779 34		no apt.	18.43
165036	Towner, Pueblo	Pueblo and State R. R. Line.	150.48	1,063 28		apt. 20.6 by 9.3, 1 l.	7
165037	Montrose, Ouray	Denver and Rio Grande R. R.	36.50	606 14		no apt.	6
165038	Gunnison, Castleton...	The Denver, Leadville and Gunnison Rwy.	15.60	21 15		do	3
165039	Aspen Junction (n. o.), New Castle.	The Colorado Midland Rwy.	35.98	528 21		apt. 20 by 9.1, 1 l.	7
165040	Military Junction (n. o.), Fort Logan.	Denver and Rio Grande R. R.	1.80	91 15		no apt.	14
165041	Lake Junction (n. o.), Lake City.	do	36.19	159 13		do	6

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
58.14		51.30		652.33		588.41		July 1	Weighted 30 days from Apr. 1, 1890. 0.25 m. decrease.
42.75		42.75		407.40		408.20		July 1	Weighted 30 days from Apr. 1, 1890. 0.02 m. decrease.
125.00		55.58		15,838.72		7,028.75		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. decrease.
42.75		42.75		984.32		985.61		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
42.75		42.75		397.14		424.08		July 1	Weighted 30 days from Apr. 1, 1890. 0.63 m. decrease.
42.75		42.75		124.48		125.08		July 1	Weighted 30 days from Apr. 1, 1890. 0.03 m. decrease.
71.82		50.00		2,817.49		2,311.08		July 1	Weighted 30 days from Apr. 2, 1890. 0.06 m. increase.
42.75		42.75		2,088.76		2,095.59		July 1	Weighted 30 days from Apr. 1, 1890. 0.16 m. decrease.
42.75		42.75		569.42		587.88		July 1	Weighted 30 days from Apr. 1, 1890. 0.27 m. increase.
47.08		44.40		244.58		240.08		July 1	Weighted 30 days from Apr. 1, 1890. 0.20 m. decrease.
42.75		48.38		2,080.88		2,337.14		July 1	Weighted 30 days from Apr. 1, 1890. 0.74 m. increase.
42.75		42.75		179.97		142.77		July 1	Weighted 30 days from Apr. 1, 1890. 0.73 m. increase.
42.75		32.18		202.08		233.63		July 1	Weighted 30 days from Apr. 1, 1890. 0.26 m. increase.
100.04		70.97		21,715.68		15,333.06		July 1	Weighted 30 days from Apr. 1, 1890. 1.02 m. increase.
117.90		122.38		12,806.18		15,668.81		July 1	Weighted 30 days from Apr. 1, 1890. 0.06 m. increase.
88.07		60.70		12,282.77		9,151.12		July 1	Weighted 30 days from Apr. 1, 1890. 0.28 m. decrease.
70.97		65.84		2,580.40		2,393.94		July 1	Weighted 30 days from Apr. 1, 1890. 0.16 m. increase.
42.75		32.16		686.80		807.95		July 1	Weighted 30 days from Apr. 1, 1890. 0.11 m. increase. Pay based upon a service of not less than six round trips per week.
64.90		42.75		2,337.98		1,532.14		July 1	Weighted 30 days from Apr. 1, 1890
42.75		42.75		76.95		64.12		July 1	Weighted 30 days from Apr. 1, 1890. 0.80 m. increase. From June 17, 1889, new.
42.75		42.75		1,547.12		1,548.09		July 1	Weighted 30 days from Apr. 1, 1890. 0.01 m. increase. From Oct. 18, 1889, new.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	NEW MEXICO.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
167001	Lamy, Santa Fé	Atchison, Topeka and Santa Fé R. R.	18.75	499	20	no apt.	28
167002	Antonito, Colo., Silver- ton, Colo.	Denver and Rio Grande R. R.	217.03	941	21	apt. 15.1 by 7.6, 11	6
167003	Albuquerque, N. Mex., Needles, Cal.	Atlantic and Pacific R. R.	575.76	6,410	22	apt. 27.6 by 9.1, 11	14
167004	Rincon, N. Mex., El Paso, Tex.	Atchison, Topeka, and Santa Fé R. R.	77.17	1,414	23	apt. 20 by 9.3, 11	14
167005	Deming, N. Mex., El Paso, Tex.	Southern Pacific Com- pany.	88.70	2,174	27	apt. 24.9 by 9.5, 11	7
167006	Silver City, Deming...	Atchison, Topeka and Santa Fé R. R.	48.71	630	17	apt. 20.8 by 9.1, 11	7
167007	Las Vegas, Las Vegas Hot Springs.	...do	6.64	125	13	no apt.	21
167008	Nutt Station (n.o.) Lake Valley.	...do	13.33	278	14	...do	14
167009	Vacant.	...do					
167010	Socorro, Magdalena...	...do	27.50	86	14	no apt.	6
167011	Espanola, Santa Fé....	The Santa Fé Southern Rwy.	41.10	213	16	apt. 13.5 by 7.5, 11	6
167012	Lordsburgh, N. Mex., Clifton, Ariz.	The Arizona and New Mexico Rwy.	72.01	105	12	no apt.	6
	ARIZONA.						
168001	Yuma, Ariz., Deming, N. Mex.	Southern Pacific Com- pany.	468.15	2,619	22	apt. 24.9 by 9.5, 11	7
168002	Benson, Nogales	New Mexico and Ariz- ona R. R.	88.56	686	13	apt. 20 by 9.2, 11	7
168003	Seligman, Prescott....	Prescott and Arizona Central Rwy.	74.23	549	18	no apt.	6
168004	Maricopa, Phoenix....	Maricopa and Phoenix R. R.	35.11	520	17	...do	7
168005	Fairbank, Bisbee.....	Arizona and South- eastern R. R.	36.34	101	16	...do	6
	TERRITORY OF UTAH.						
169001	Ogden, Frisco	The Oregon Short Line and Utah Northern Rwy.	276.60	1,548	17	apt. 20.2 by 8.5, 2 1. to Salt Lake City, 37 m.; 1 1. thence to Juab, 102.2 m.; no apt. residue.	10.52
169002	Grand Junction, Colo., Ogden, Utah.	The Rio Grande West- ern Rwy.	329.45	1,222	21	apt. 18.5 by 7.5, 11	14
169003	Ogden, Utah, Silver Bow, Mont.	The Oregon Short Line and Utah Northern Rwy.	409.15	2,976	21	r. p. o. 40 by 7.5, 1 1. (not authorized).	7.99
169004	Bingham Junction (n.o.), Bingham Can- yon.	The Rio Grande West- ern Rwy.	17.01	67	16	no apt.	7
169005	Salt Lake City, Stock- ton.	The Oregon Short Line and Utah Northern Rwy.	40.50	138	16	...do	10.50

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
63.27	59.00			1,186.31		1,132.21		July 1	Weighed 30 days from Apr. 1, 1890. 0.44 m. decrease.
82.94	74.39			18,000.46		16,146.34		July 1	Weighed 30 days from Apr. 1, 1890. 0.02 m. decrease.
148.42	107.89			85,454.29		61,734.21		July 1	Weighed 30 days from Apr. 1, 1890. Land grant. 0.90 m. increase.
102.66	89.78			7,917.64		6,931.01		July 1	Weighed 30 days from Apr. 1, 1890. 0.03 m. decrease.
129.96	128.25			11,527.45		11,375.77		July 1	Weighed 30 days from May 1, 1890.
69.26	53.01			3,373.65		2,587.05		July 1	Weighed 30 days from Apr. 1, 1890. 0.85 m. increase.
42.75	42.75			283.86		275.73		July 1	Weighed 30 days from Apr. 1, 1890. 0.19 m. increase.
47.88	42.75			638.24		566.43		July 1	Weighed 30 days from Apr. 1, 1890. 0.06 m. increase.
42.75	42.75			1,175.62		1,182.03		July 1	Weighed 30 days from Apr. 1, 1890. 0.15 m. decrease.
43.61	46.59			1,792.37		1,928.57		July 1	Weighed 30 days from Apr. 1, 1890. 2.25 m. increase.
42.75	42.75			3,078.42		3,057.65		July 1	Weighed 30 days from May 1, 1890. 0.50 m. increase.
126.80	159.03			64,042.92		74,449.88		July 1	Weighed 30 days from May 1, 1890.
71.82	58.14			6,900.37		5,145.39		July 1	Weighed 30 days from May 1, 1890. 0.06 m. increase.
65.84	59.00			4,887.30		4,417.92		July 1	Weighed 30 days from May 1, 1890. 0.65 m. decrease.
64.98	61.56			2,281.44		2,160.75		July 1	Weighed 30 days from May 1, 1890. 0.01 m. increase.
42.75	42.75			1,553.53		1,554.81		July 1	Weighed 30 days from May 1, 1890. 0.63 m. decrease.
106.59	77.81			30,025.99		21,915.18		July 1	Weighed 30 days from May 1, 1890. 5.06 m. decrease.
94.91	86.07			31,263.09		31,560.39		July 1	Weighed 30 days from Apr. 1, 1890. 20.49 m. decrease.
141.93	133.38			58,074.65		54,561.76		July 1	Weighed 30 days from May 1, 1890. 0.08 m. increase.
42.75	42.75			727.17		740.85		July 1	Weighed 30 days from May 1, 1890. 0.32 m. decrease.
42.75	42.75			1,781.87		1,781.87		July 1	Weighed 30 days from May 1, 1890.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	TERRITORY OF UTAH—continued.		Miles.	Pounds.		Feet and inches.	
169006	Bingham Junction (n. o.), Alta.	The Rio Grande Western Rwy.	18.20	14 9		no apt.....	3
169007	Vacant.						
169008	Echo City, Park City.	Echo and Park City R. R.	28.35	340 24		do.....	14
169009	Pleasant Valley Junction (n. o.), Scofield.	The Rio Grande Western Rwy.	17.80	55 14		do.....	6
169010	Nephi, Moroni	San Pete Valley Rwy.	24.17	503 12		do.....	6
169011	Lehi Junction (n. o.), Silver City.	The Oregon Short Line and Utah Northern Rwy.	54.05	115 16		do.....	6
169512	Mammoth Junction, (n. o.), Eureka.	do	3.33	72		do.....	6
	IDAHO.						
170001	Shoshone, Ketchum...	The Oregon Short Line and Utah Northern Rwy.	70.06	555 17		apt. 10.2 by 6.8, 1 l.....	6
170002	Hauser, Coeur d'Alene.	Northern Pacific R. R.	12.63	323 12		apt. 12 by 7.10, 1 l.....	7
170003	Coeur d'Alene, Burke	do	98.44	478 11		apt. 16.1 by 6.6, 1 l.....	7
170004	Nampa, Boise City	The Oregon Short Line and Utah Northern Rwy.	29.40	572 24		no apt.....	13
170005	Wallace, Mullan	Northern Pacific R. R.	7.33	51 9		do.....	6
	WASHINGTON.						
17101	Portland, Oregon, Tacoma, Wash.	Northern Pacific R. R.	145.63	3,190 17		apt. 26 by 9.2, 2 l.....	14
171002	Seattle, New Castle ...	Columbia and Puget Sound R. R.	19.25	145 12		no apt.....	7
171003	Olympia, Tenino	Olympia and Chehalis Valley R. R.	16.84	1,183 15		do.....	14
171004	Walla-Walla, Wallula.	The Oregon Short Line and Utah Northern Rwy.	32.02	116 27		do.....	7
171005	Tacoma, Carbonado ...	Northern Pacific R. R.	35.90	4,902 21		apt. 24.6 by 9.1, 2 l. to Payallup Junction, 8.53 m; 1 l. thence to So. Prairie, 16.70 m; no apt. residue.	15.53
171006	Connell, Wash., Moscow, Idaho.	The Oregon Short Line and Utah Northern Rwy.	117.15	359 27		apt. 24.6 by 9.1 l. between La Crosse Junction and Colfax, 85.9 m; no apt. residue.	7.67
171007	Benton, Franklin	Columbia and Puget Sound R. R.	22.21	114 10		no apt.....	7
171008	Walla Walla, Dayton..	The Oregon Short Line and Utah Northern Rwy.	39.42	1,999 23		apt. 24.6 by 9.1 l. to Bolles Junction, 25.91 m; no apt. residue.	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75		42.75		778.05		783.18		July 1	Weighted 30 days from May 1, 1890. 0.12 m. decrease. Pay based upon a service of not less than six round trips per week.
52.16		51.30		1,478.73		1,451.27		July 1	Weighted 30 days from May 1, 1890. 0.06 m. increase.
42.75		42.75		739.57		743.85		July 1	Weighted 30 days from Apr. 1, 1890. 0.16 m. decrease.
64.13		58.14		1,550.02		1,579.08		July 1	Weighted 30 days from May 1, 1890. 2.96 m. decrease.
42.75		42.75		2,310.63		2,319.18		July 1	Weighted 30 days from May 1, 1890. 0.20 m. decrease.
42.75		42.75		142.35		142.35		July 1	Weighted 30 days from May 1, 1890. 0.01 m. decrease. From Feb. 3, 1890, new.
66.69		57.29		4,673.63		4,010.87		July 1	Weighted 30 days from May 1, 1890. 0.07 increase.
77.81		42.75		1,000.55		593.37		July 1	Weighted 30 days from May 1, 1890. 0.25 m. decrease.
62.42		59.00		6,144.62		5,850.44		July 1	Weighted 30 days from May 1, 1890. 0.72 m. decrease.
66.69		62.41		1,360.47		1,291.26		July 1	Weighted 30 days from May 1, 1890. 0.20 m. decrease.
42.75				313.35				July 1	Weighted 30 days from May 1, 1890. 0.16 m. increase. On 7.17 m. from Aug. 1, 1889, to June 30, 1890.
163.48		114.28		23,971.07		16,752.97		July 1	Weighted 30 days from May 1, 1890. 0.03 m. decrease. All land-grant.
42.75		42.75		822.93		822.93		July 1	Weighted 30 days from May 1, 1890.
93.20		83.87		1,609.48		853.30		July 1	Weighted 30 days from May 1, 1890. 1 m. increase.
42.75		91.49		1,368.85		2,933.16		July 1	Weighted 30 days from May 1, 1890. 0.04 m. decrease.
169.29		123.38		5,162.27		3,849.24		July 1	Weighted 30 days from May 1, 1890. 2.01 m. increase. Land grant, 27.03 miles, Tacoma to Melrose, at \$135.43 per mile.
78.06		58.14		9,215.01		6,819.82		July 1	Weighted 30 days from May 1, 1890. 0.15 m. decrease.
42.75		42.75		948.47		902.02		July 1	Weighted 30 days from May 1, 1890. 0.89 m. increase.
127.49		76.95		5,622.10		2,965.65		July 1	Weighted 30 days from May 1, 1890. 0.88 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	WASHINGTON—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
171009	Wallula, Wash., Missoula, Mont.	Northern Pacific R. R.	419.55	5,707.31		apt. 30 by 9.2, 11.....	14
171010	Bolles Junction (n.o.), Riparia.	The Oregon Short Line and Utah Northern Rwy.	31.50	2,668.20		apt. 24.6 by 9, 11.....	7
171011	Peasco, Melrose.....	Northern Pacific R. R.	228.07	4,437.21		apt. 30.5 by 9, 11.....	7
171012	Seattle, Stuck.....	.....do.....	24.48	7,247.24		apt. 24.6 by 9.2, 21....	14
171013	Stuck, Puyallap Junction (n.o.)	.....do.....	1.44	7,324.17		apt. 24.6 by 9.2, 21.....	14
171014	Starbuck, Pomeroy....	The Oregon Short Line and Utah Northern Rwy.	20.56	439.14		no apt.....	7
171015	Marshall, Wash., Genesee, Idaho.	Northern Pacific R. R.	104.27	678.20		apt. 24.6 by 9.2, 11...	7
171016	Colfax, Rockford.....	The Oregon Short Line and Utah Northern Rwy.	61.60	1,761.19		apt. 24.6 by 9, 11.....	7
171017	Walla Walla, Wash., Pendleton, Oregon.	.....do.....	48.18	2,225.23		apt. 24.6 by 9, 11.....	7
171018	Seattle, Snoqualmie..	Seattle, Lake Shore and Eastern Rwy.	56.70	371.17		apt. 20 by 8.11, 11.....	7
171019	La Crosse Junction (n.o.), Riparia.	The Oregon Short Line and Utah Northern Rwy.	24.60	2,461.24		apt. 9.6 by 9, 11.....	7
171020	Woodinville, Snohomish.	Seattle, Lake Shore and Eastern Rwy.	15.23	245.12		no apt.....	13
171021	Cheney, Almira.....	Northern Pacific R. R.	87.42	500.20		apt. 23.6 by 8, 11.....	7
171022	Rockford, Spokane Falls.	Washington and Idaho R. R.	28.58	1,536.21		apt. 24.6 by 9.1, 11.....	7
171023	Not weighed.						
171024	Fairhaven, Sedro.....	Fairhaven and Southern R. R.	26.92	41.12		no apt.....	7
	OREGON.						
173001	Portland, Ashland.....	Southern Pacific Co...	343.42	6,273.19		r. p. o. 40 by 9.5, 11.; apt. 25 by 8.11, 11 to Eugene City, 124.85 m. no apt. residue, 218.57 m.	9.54
173002	Portland, Corvallis....	.....do.....	97.79	962.20		apt. 10 by 8.10, 11....	9.11
173003	Umatilla, Huntington.	The Oregon Short Line and Utah Northern Rwy.	217.74	13,202.26		r. p. o. 40 by 9.2, 11....	12.47

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
142.27		153.90		59,689.37		64,562.58		July 1	Weighed 30 days from May 1, 1890. 0.04 m. increase. All land grant.
137.06		42.75		4,336.29		1,359.45		July 1	Weighed 30 days from May 1, 1890. 0.30 m. decrease.
129.06		116.28		29,639.97		27,164.17		July 1	Weighed 30 days from May 1, 1890. 5.54 m. decrease. All land grant.
194.94		153.05		4,772.13		3,227.71		July 1	Weighed 30 days from May 1, 1890. 0.61 m. increase.
195.80		42.75		1,456.75		320.62		July 1	Weighed 30 days from May 1, 1890. 0.06 m. decrease.
59.00		50.45		1,803.04		1,489.78		July 1	Weighed 30 days from May, 1890. 1.03 m. increase.
70.97		76.10		7,400.04		7,937.99		July 1	Weighed 30 days from May 1, 1890. 0.04 m. decrease.
117.99		42.75		7,268.18		5,171.03		July 1	Weighed 30 days from May 1, 1890. 0.04 m. increase. From July 22, 1889 on 33.75 m. ext. from Farmington to Rockford, Wash.
145.35		49.59		7,002.96		2,352.65		July 1	Weighed 30 days from May 1, 1890. 0.75 m. increase.
54.72		43.61		3,102.62		2,604.05		July 1	Weighed 30 days from May 1, 1890. 0.33 m. increase. From Apr. 28, 1890, on 13.12 m. ext. from Olney to Snoqualmie Wash.
134.24		91.41		3,302.30		2,250.65		July 1	Weighed 30 days from May 1, 1890.
45.32		42.75		690.22		694.41		July 1	Weighed 30 days from May 1, 1890. 0.39 m. increase.
64.13		64.13		5,606.24		5,606.88		July 1	Weighed 30 days from May 1, 1890. 0.01 m. decrease. From Sept. 2, 1889, on 42.68 m., Cheney to Davenport, new; and from May 1, 1890, on 45.35 m. ext. from Davenport to Almira.
108.59		108.59		3,103.50		3,103.50		July 1	Weighed 30 days from May 1, 1890. From Feb. 1, 1890, new.
42.75		42.75		1,150.83		1,150.83		July 1	Weighed 30 days from May 1, 1890. From Apr. 25, 1890, new.
183.83	25.00	164.16	25.00	63,130.89	8,585.50	56,237.98	8,564.50	July 1	Weighed 30 days from May 1, 1890. 0.84 m. increase.
83.79		69.26		8,193.82		6,772.24		July 1	Weighed 30 days from May 1, 1890. 0.01 m. increase.
258.21	25.00	148.77	25.00	56,222.64	5,443.56	32,437.81	5,451.00	July 1	Weighed 30 days from May 1, 1890. 0.39 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	OREGON—continued.		Miles.	Pounds.		Feet and inches.	
173004	Portland, Dundee Junction.	Portland and Willamette Valley Rwy.	29.22	462	10	apt. 18 by 7.6, 1 l	6
173005	Portland, Oregon, Wallula, Wash.	The Oregon Short Line and Utah Northern Rwy.	214.21	11,126	25	r. p. o. 60 by 9.2, 1 l between Portland and Umatilla, 186.9 m. (40 feet authorized).	12, 10
173006	Albany, Yaquina.....	Oregon Pacific R. R....	84.17	672	20	apt. 24 by 9, 1 l.....	6
173007	Woodburn, Coburg....	Oregonian Rwy. (limited) Line.	79.72	294	10	apt. 18 by 7.6, 2 l to Silvertown, 10.59 m.; 1 l residue, 69.18 m.	6, 79
173008	Dundee Junction, Airile.	.....do	50.60	328	15	apt. 18 by 7.6, 1 l	6
173009	Sheridan Junction (n. o.), Sheridan.	.....do	7.24	135	17	apt. 18 by 7.6, 2 l.....	12
173010	Albany Station (n. o.), Lebanon Station, (n. o.).	Southern Pacific Co....	12.50	229	17	no apt	18
173011	Willows Junction (n. o.), Heppner.	The Oregon Short Line and Utah Northern Rwy.	46.07	244	15	no apt	6
173012	Portland Station (n. o.), Vancouver Station (n. o.)	Portland and Vancouver Rwy.	8.60	462	9	no apt	16
	NEVADA.						
175001	Virginia City, Reno...	Virginia and Truckee R. R.	52.58	2,090	17	apt. 18.11 by 8.5, 1 l....	7
175002	Palisade, Eureka.....	Eureka and Palisade R. R.	84.88	471	15	no apt	8
175003	Battle Mountain, Austin.	Nevada Central R. R....	94.52	226	15	no apt	8
175004	Mound House, Nev., Keeler, Cal.	Carson and Colorado R. R.	293.08	529	14	apt. 19.9 by 8.8, 1 l. to Belleville Junc., 152 m.; $\frac{1}{2}$ l. residue, 141.08 m.	5, 07
175005	Reno, Nev., Ligan Station (n. o.), Cal.	Nevada and California R. R.	70.80	502	16	no apt.....	7
175006	Belleville Junction (n. o.), Candelaria.	Carson and Colorado R. R.	7.75	375	7	apt. 19.9 by 8.8, 1 l.....	7
	CALIFORNIA.						
176001	San Francisco, Cal., Ogden, Utah.	Southern Pacific Co....	833.88	32,785	24	r. p. o. 1 l. 55 ft. and 3 l. 40 ft. to Port Costa, 32.17 m.; 1 l. 55 ft., 2 l. 40 ft., thence to Roseville, 75.96 m.; 1 l. 55 ft. and 1 l. 40 ft., thence residue, 725.85 m.; apt. 21.4 by 8.10, 2 l. to Port Costa, 32.17 m.; 1 l. thence to Davisville, 44.39 m.; 2 l. thence to Roseville 31.47 m.; 1 l. thence to Colfax, 35.95 m.	26, 40

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
60.71		55.58		1,773.94		1,620.15		July 1	Weighted 30 days from May 1, 1890. 0.07 m. increase.
235.98	25.00	185.54	25.00	50,549.27	4,672.50	39,846.57	4,688.50	July 1	Weighted 30 days from May 1, 1890. 0.55 m. decrease.
70.97		49.59		5,973.54		4,223.08		July 1	Weighted 30 days from May 1, 1890. 0.09 m. decrease.
48.74		55.58		3,885.55		4,429.07		July 1	Weighted 30 days from May 1, 1890. 0.05 m. increase.
51.30		42.75		2,595.78		2,248.65		July 1	Weighted 30 days from May 1, 1890. 2 m. decrease.
42.75		42.75		309.51		308.22		July 1	Weighted 30 days from May 1, 1890. 0.03 m. increase.
44.46		42.75		555.75		534.37		July 1	Weighted 30 days from May 1, 1890.
45.32		45.32		2,087.89		2,096.50		July 1	Weighted 30 days from May 1, 1890. 0.19 m. decrease. From Aug. 10, 1889, new.
60.71		60.71		522.10		522.10		July 1	Weighted 30 days from May 1, 1890. From Sept. 2, 1889, new.
129.11		91.49		6,788.60		4,856.28		July 1	Weighted 30 days from May 1, 1890. 0.50 m. decrease.
61.66		58.14		5,225.21		5,283.75		July 1	Weighted 30 days from May 1, 1890. 6 m. decrease. Pay based upon a service of not less than six round-trips per week.
44.46		42.75		4,202.35		3,982.16		July 1	Weighted 30 days from May 1, 1890. 1.37 m. increase. Pay based upon a service of not less than six round-trips per week.
64.98		58.14		10,641.08		17,035.02		July 1	Weighted 30 days from May 1, 1890. 0.03 m. increase. Pay based upon a service of not less than six round-trips per week.
64.13		62.41		4,508.33		4,387.41		July 1	Weighted 30 days from May 1, 1890.
54.72		58.14		424.08		453.49		July 1	Weighted 30 days from May 1, 1890. 0.05 m. decrease.
467.69	125.00 100.00 75.00	391.50 125.00 100.00 75.00	125.00 100.00 75.00	389,997.33	66,046.00	326,652.63	66,067.75	July 1	Weighted 30 days from May 1, 1890. 0.29 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	CALIFORNIA—cont'd.		Miles.	Pounds.		Feet and inches.	
176002	San Francisco, Soledad	Southern Pacific Co. . .	142.98	8,130	20	apt. 21 by 9.9, 1 l.	13.70
176003	Roseville, Cal., Ashland, Oregon.	....do	323.22	5,949	18	r. p. o. 40 by 9.5, 1 l. between Roseville and Redding, 151.67 m.; apt. 25 by 9, 1 l., 140.01 m.; 2 l., 11.66 m.	10.53
176004	Petaluma, Lakeville..	San Francisco and North Pacific Rwy.	6.22	33	11	no apt.	6
176005	Sacramento, Placerville.	Southern Pacific Co. . .	60.78	791	19	apt. 10 by 8.10, 1 l.	8.24
176006	Suisun City, Napa Junction.	....do	12.98	822	23	no apt.	14
176007	Woodland, Grafton....	....do	9.92	67	14	no apt.	7
176008	Vallejo Junction (n. o.), Calistoga.	....do	43.88	1,109	21	apt. 26.2 by 9.3, 2 l.	13
176009	Marysville, Oroville....	....do	26.90	314	13	no apt.	7
176010	Lathrop, Goshen .....	....do	146.76	9,166	27	r. p. o. 40 by 9.5, 1 l.; apt. 24.9 by 9.5, 1 l.	14
176011	San Francisco, Ukiah.	San Francisco and North Pacific Rwy.	111.98	2,419	22	apt. 24 by 8.11, 1 l.	11.44
176012	Stockton, Milton	Southern Pacific Co. . .	30.09	566	23	apt. 10 by 9, 1 l.	9
176013	San Pedro, Los Angeles Station (n. o.).	....do	22.49	366	22	no apt.	13
176014	Goshen, Cal., Yuma, Ariz.	....do	490.55	4,737	21	r. p. o. 40 by 9.5, 1 l. to Los Angeles, 241.68 m.; apt. (av.) 19.11 by 9.5, 2 l. Sangus Junc. to Los Angeles, 31.82 m.; 1 l. residue, 458.73 m.	12.28
176015	Elmira, Rumsey .....	....do	51.09	461	18	apt. 15 by 9.5, 2 l. to Esparita; 1 l. residue.	11.17
176016	San Francisco, Cazadero.	North Pacific Coast R. R.	87.10	530	16	apt. 15 by 5.6, 1 l.	9.77
176017	Los Angeles Station (n. o.), Santa Ana.	Southern Pacific Co. . .	33.23	334	31	apt. 8.4 by 6.11, 1 l.	16.45
176018	Visalia, Goshen	Visalia R. R.	7.93	454	23	no apt.	21
176019	Colfax, Nevada City.	Nevada County Nar-row Gauge R. R.	22.77	770	12	no apt.	14
176020	Los Angeles Station (n. o.), Santa Monica.	Southern Pacific Co. . .	17.72	235	27	no apt.	14
176021	Santa Cruz, Pajaro....	....do	21.47	213	22	no apt.	13
176022	Davisville, Tehama ...	....do	111.77	1,884	22	apt. 25 by 8.11, 1 l.	7.59
176023	Galt, Ione .....	....do	27.82	384	19	no apt.	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. & cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. & cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. & cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. & cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
143.64		112.00		19,603.91		15,285.75		July 1	Weighed 30 days from May 1, 1890. 32.50 m. land grant.
114.91		80.60							Weighed 30 days from May 1, 1890. 0.08 m. decrease.
180.41	25.00	155.61	25.00	58,312.12	3,791.75	50,308.71	3,796.75	July 1	
42.75		42.75		265.90		321.90		July 1	Weighed 30 days from May 1, 1890. 1.31 m. decrease.
76.10		76.10		4,625.35		4,623.07		July 1	Weighed 30 days from May 1, 1890. 0.03 m. increase.
64.98		45.32		843.44		592.78		July 1	Weighed 30 days from May 1, 1890. 0.10 m. decrease.
42.75		42.75		424.08		424.08		July 1	Weighed 30 days from May 1, 1890.
92.34		70.11		4,051.87		3,076.42		July 1	Do.
50.45		47.88		1,357.10		1,316.70		July 1	Weighed 30 days from May 1, 1890. 0.60 m. decrease.
215.46	25.00	171.00	25.00	31,620.90	3,669.00	25,032.69	3,659.75	July 1	Weighed 30 days from May 1, 1890. 0.37 m. increase.
133.28		117.14		14,935.89		13,752.37		July 1	Weighed 30 days from May 1, 1890. 28.50 m. ext., Cloverdale to Ukiah from June 7, 1889.
66.60		50.00		2,006.70		1,775.31		July 1	Weighed 30 days from May 1, 1890.
53.87		42.75		1,211.53		1,077.72		July 1	Weighed 30 days from May 1, 1890. 2.72 m. decrease.
133.38	25.00	123.80	25.00	65,429.55	6,042.00	60,879.88	6,069.50	July 1	Weighed 30 days from May 1, 1890. 1.21 m. decrease. All land grant.
60.71		45.32		3,101.67		2,333.98		July 1	Weighed 30 days from May 1, 1890. 0.41 m. decrease.
64.98		57.29		5,659.75		4,984.23		July 1	Weighed 30 days from May 1, 1890. 0.10 m. increase.
52.16		67.55		1,733.27		2,320.34		July 1	Weighed 30 days from May 1, 1890. 1.12 m. decrease.
60.71		51.30		481.43		392.95		July 1	Weighed 30 days from May 1, 1890. 0.27 m. increase.
75.24		68.40		1,713.21		1,557.46		July 1	Weighed 30 days from May 1, 1890.
44.46		42.75		787.83		791.72		July 1	Weighed 30 days from May 1, 1890. 0.50 m. decrease.
43.61		42.75		936.30		943.49		July 1	Weighed 30 days from May 1, 1890. 0.60 m. decrease.
123.12		134.24		13,761.12		14,986.55		July 1	Weighed 30 days from May 1, 1890. 0.13 m. increase.
55.58		52.16		1,546.23		1,452.65		July 1	Weighed 30 days from May 1, 1890. 0.03 m. decrease.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
176024	CALIFORNIA—cont'd. West Oakland Station (n. o.), Berkeley.	Southern Pacific Co. .	5.06	400	18	no apt.	22
176025	San Francisco, San Quentin.	North Pacific Coast R. R.	21.83	164	16	....do	19
176026	San Francisco, Alameda.	Southern Pacific Co. .	11.26	503	15	....do	28.5
176027	Fulton, Guerneville . .	San Francisco and North Pacific Rwy.	15.81	118	24	....do	7
176028	San Francisco, Sacramento.	Southern Pacific Co. .	140.55	2,140	22	apt. 17.10 by 8.11, 1 l. .	19.64
176029	Nilca, San José.	do	18.61	365	20	no apt.	27
176030	Pacific Grove, Castroville.	do	19.65	305	29	....do	13
176031	San Francisco, Santa Cruz.	do	79.94	1,234	22	apt. 11 by 7.6, 1 l.	13.14
176032	Port Costa, Lathrop. . .	do	62.88	9,503	25	r. p. o. 40 by 9.5, 1 l.; apt. 24.9 by 9.5, 1 l. .	14
176033	Citrus Station (n. o.), Riverside.	Southern California Rwy.	8.83	1,398	24	apt. 18 by 9.5, 1 l.	20
176034	Gilroy, Tres Pinos . . .	Southern Pacific Co. .	20.84	227	28	no apt.	20
176035	Peters, Oakdale.	do	19.15	90	23	....do	6
176036	Ignacio Station (n. o.), S. V. R. R. Junction (n. o.).	San Francisco and North Pacific Rwy.	7.51	185	26	....do	13
176037	National City, Barstow	Southern California Rwy.	211.55	3,166	20	apt. 25 by 9.3, 2 l 6.10 m.; 1 l residue.	8.24
176038	Goshen, Alcalde.	Southern Pacific Co. .	61.23	325	15	no apt.	5.62
176039	Junction (n. o.), Glen Ellen.	San Francisco and North Pacific Rwy.	19.18	141	26	....do	13
176040	San Luis Obispo, Los Olivos.	Pacific Coast Rwy.	66.90	401	18	apt. 12 by 7.7, 1 l.	6
176041	San Luis Obispo, Port Harford.	do	11.90	470	18	....do	6
176042	Mojave, Needles.	Atlantic and Pacific R. R.	240.67	4,474	23	apt. 25 by 9.3, 1 l. bet. Barstow and Needles, 169.34 m.	11.92
176043	Lodi, Valley Springs. .	Southern Pacific Co. .	26.99	525	18	no apt.	7
176044	Eureka, Hydeaville. . .	Eel River and Eureka R. R.	26.98	1,154	15	apt. 15 by 8.10, 2 l.	13

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
56.43		43.61		85.53		2.6.77		July 1	Weighted 30 days from May 1, 1890. 0.14 m. decrease.
42.75		42.75		933.23		940.50		July 1	Weighted 30 days from May 1, 1890. 0.17 m. decrease. From Oct. 1, 1889, on 16 m. ext. from San Anselmo to San Francisco.
64.13		44.46		722.10		500.61		July 1	Weighted 30 days from May 1, 1890.
42.75		42.75		654.50		685.71		July 1	Weighted 30 days from May 1, 1890. 0.73 m. decrease.
129.96		123.98		18,265.87		17,425.38		July 1	Weighted 30 days from May 1, 1890.
53.87		50.45		1,002.52		938.86		July 1	Do.
49.59		42.75		974.44		860.41		July 1	Weighted 30 days from May 1, 1890. From Sept. 16, 1889, on 2.98 m. ext., from Monterey to Pacific Grove.
94.91		76.10		7,587.10		6,323.91		July 1	Weighted 30 days from May 1, 1890. 3.16 m. decrease.
218.84	25.00	171.00	25.00	13,697.51	1,564.50	10,641.33	1,556.75	July 1	Weighted 30 days from May 1, 1890. 0.35 m. increase.
101.75		64.13		389.70		243.05		July 1	Weighted 30 days from May 1, 1890. 0.04 m. increase.
35.56		35.56		741.07		733.95		July 1	Weighted 30 days from May 1, 1890. 0.20 m. increase. All land grant.
42.75		42.75		818.66		821.65		July 1	Weighted 30 days from May 1, 1890. 0.07 m. decrease.
42.75		42.75		321.05		320.62		July 1	Weighted 30 days from May 1, 1890. 0.01 m. increase.
144.50		82.08		30,568.97		17,457.59		July 1	Weighted 30 days from May 1, 1890. 1.14 m. decrease.
41.04		36.93		2,512.87		2,260.48		July 1	Weighted 30 days from May 1, 1890. 0.02 m. increase. All land grant. Pay based on a service of not less than six round trips per week.
42.75		42.75		819.94		807.98		July 1	Weighted 30 days from May 1, 1890. 0.28 m. increase.
56.43		49.59		3,775.16		3,350.78		July 1	Weighted 30 days from May 1, 1890. 0.67 m. decrease.
61.56		42.75		732.56		521.55		July 1	Weighted 30 days from May 1, 1890. 0.30 m. decrease.
130.64		97.81		31,441.12		23,544.82		July 1	Weighted 30 days from May 1, 1890. 0.03 m. decrease. All land grant.
64.98		61.56		1,753.81		1,650.42		July 1	Weighted 30 days from May 1, 1890. 0.18 m. increase.
91.49		59.85		2,408.40		1,597.99		July 1	Weighted 30 days from May 1, 1890. 0.23 m. increase.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
176045	CALIFORNIA—cont'd. Felton, Boulder Creek.	Southern Pacific Co...	8.32	25 13		no apt.....	6
176046	Vacant.						
176047	Vacant.						
176048	Colusa, Sites	Colusa and Lake R. R.	22.25	135 14		no apt	10.11
176049	Campbell, New Almaden.	Southern Pacific Co...	12.10	55 17		...do	6.5
176050	Soledad, Santa Margarita.	...do	92.83	1,093 27		apt. 21 by 9.9, 11	7
176051	Sanguis Station (n. o.), Santa Barbara.	...do	82.00	1,381 25		apt. 15 by 10, 11	14
176052	Arcata Wharf (n. o.), Blue Lake.	Arcata and Mad River R. R.	12.17	100 9		no apt	7
176053	San Bernardino, Los Angeles Station (n. o.).	Southern California Rwy.	60.50	5,178 27		apt. 25 by 9.3, 21	34.12
176054	Berendo, Raymond ...	Southern Pacific Co...	21.20	92 14		no apt.....	7
176055	Riverside, Los Angeles Junction (n. o.).	Southern California Rwy.	89.50	2,273 26		apt. 18.9 by 9, 11	28
176056	San Bernardino, Redlands.	...do	9.41	293 23		no apt	22
176057	Oceanside, Escondido ..	...do	22.87	573 21		apt 11 by 8, 11	15
176058	Los Angeles Station (n. o.), Redondo Beach.	...do	22.92	101 15		no apt.....	12
176059	Perris, San Jacinto ...	...do	20.16	154 16		...do	6
176060	Napa Junction, Santa Rosa.	Southern Pacific Co...	37.45	387 28		...do	13
176061	San Diego, Tia Juana ..	National City and Otay Rwy.	20.10	101 13		...do	18
176062	Tia Juana Junction (n. o.), Oueonta.	...do	1.94	38 20		...do	6
176063	Los Angeles Station (n. o.), Orange.	Southern California Rwy.	31.81	3,044 29		apt. 23 by 9.1, 11	33.5
176064	Hillsdale, New Almaden.	Southern Pacific Co...	10.30	62 11		no apt.....	6.5
176065	Tracy, Los Banos .....	...do	58.30	281 15		...do	7

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for t. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for t. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for t. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for t. p. o. cars.	Date of adjustment or re-adjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1890.	
42.75	42.75	.....	355.68	.....	347.96	.....	July 1	Weighted 30 days from May 1, 1890. 0.18 m. increase.
42.75	42.75	.....	951.18	.....	937.06	.....	July 1	Weighted 30 days from May 1, 1890. 0.33 m. increase.
42.75	42.75	.....	517.27	.....	549.76	.....	July 1	Weighted 30 days from May 1, 1890. 0.76 m. decrease.
114.57	76.10	.....	10,635.53	.....	7,548.58	.....	July 1	Weighted 30 days from May 1, 1890. 0.05 m. increase. From Feb. 28, 1889, on 13.83 m. ext. from Templeton to Santa Margarita.
99.18	94.05	.....	8,182.76	.....	7,608.64	.....	July 1	Weighted 30 days from May 1, 1890. 1.10 m. increase.
42.75	42.75	.....	539.26	.....	453.15	.....	July 1	Weighted 30 days from May 1, 1890. 1.67 m. increase.
172.71	189.40	.....	10,448.96	.....	11,071.14	.....	July 1	Weighted 30 days from May 1, 1890. 0.87 m. decrease.
42.75	42.75	.....	904.30	.....	910.57	.....	July 1	Weighted 30 days from May 1, 1890. 0.10 m. decrease.
131.67	106.02	.....	11,784.46	.....	9,117.72	.....	July 1	Weighted 30 days from May 1, 1890. 3.50 m. increase.
48.74	45.23	.....	458.64	.....	419.21	.....	July 1	Weighted 30 days from May 1, 1890. 0.16 m. increase.
66.69	43.61	.....	1,525.20	.....	992.99	.....	July 1	Weighted 30 days from May 1, 1890. 0.10 m. increase.
42.75	42.75	.....	979.88	.....	975.98	.....	July 1	Weighted 30 days from May 1, 1890. 0.09 m. increase. From Nov. 25, 1889, on 11 m. ext., from Centralia to Redondo Beach.
42.75	42.75	.....	861.84	.....	861.84	.....	July 1	Weighted 30 days from May 1, 1890.
85.58	46.17	.....	2,061.47	.....	1,735.53	.....	July 1	Weighted 30 days from May 1, 1890. 0.14 m. decrease.
42.75	42.75	.....	850.27	.....	850.72	.....	July 1	Weighted 30 days from May 1, 1890. 0.20 m. increase. From July 22, 1889, on 6.12 m. ext., from National City to San Diego.
42.75	42.75	.....	82.93	.....	85.07	.....	July 1	Weighted 30 days from May 1, 1890. 0.05 m. decrease.
142.79	140.22	.....	4,542.14	.....	4,461.80	.....	July 1	Weighted 30 days from May 1, 1890. 0.01 m. decrease.
42.75	42.75	.....	440.32	.....	436.05	.....	July 1	Weighted 30 days from May 1, 1890. 0.10 m. increase.
47.88	42.75	.....	2,791.40	.....	2,594.92	.....	July 1	Weighted 30 days from May 1, 1890. 0.12 m. increase. From Jan. 10, 1890, on 21 m. ext., Newman to Los Banos.

H.—Table showing the re-adjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail-car or apartment.	Average trips per week.
	CALIFORNIA—cont'd.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
176066	Fresno, Porterville...	Southern Pacific Co ..	70.07	317 20		no apt.....	7
176067	Miraflores (n. o.), Tus- tin City.	....do	11.26	144 20		apt. 8.4 by 6.11, 11.....	7
176068	Studebaker Station (n. o.), Whittier.	....do	6.69	88 19		no apt.....	13
176069	Willow, Fruto .....	....do	17.18	44 13		....do	6
176070	Alton, Scotia.....	Railroad of Pacific Lumber Co.	7.20	41 14		....do	13.50

States and Territories in which the contract term expired June 30, 1890, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
50.45		42.75		3,535.03		2,994.63		1890. July 1	Weighed 30 days from May 1, 1890. 0.03 m. increase.
42.75		42.75		481.36		472.38		July 1	Weighed 30 days from May 1, 1890. 0.21 m. increase. Initial point formerly called Conrad Station (n. o.).
42.75				285.99				1890. Apr. 16	Weighed 30 days from May 1, 1890. New.
42.75				734.44				May 6	Do.
42.75				307.80				1890. Jan. 1	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for the as compared with 1889,

No. of route.	State and termini.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
MAINE.					
6	Portland and Bangor	Maine Central R. R.	Miles. 138.00	Dollars. 13,800.00	Dollars. 100.00
12	Bangor and Vanceborough.....do .....	.....do	114.86	2,871.50	25.00
NEW HAMPSHIRE.					
1001	Concord and Nashua	The Concord and Montreal R. R.	36.28	907.00	25.00
1008	Concord, N. H., and White River Junction, Vt.	Boston and Maine R. R.	69.76	1,744.00	25.00
VERMONT.					
Part) 2002	Windsor and St. Albans	Central Vermont R. R.	134.63	3,365.75	25.00
2004	Bellows Falls and Windsor ..	Sullivan County R. R.	25.50	637.50	25.00
2005	Brattleboro and Bellows Falls.	Vermont Valley R. R. Co. of 1871.	24.04	601.00	25.00
Part) 2010	White River Junction and Newport.	Boston and Maine R. R.	105.15	2,628.75	25.00
MASSACHUSETTS.					
3001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	109.25	10,925.00	100.00
3011	Boston, Mass., and Portland, Me. ....	.....do	116.23	2,906.25	25.00
3016	Boston, Mass., and Nashua, N. H. ....	.....do	39.85	996.25	25.00
3025	{ Boston and Springfield. } { Springfield, Mass., and Albany, N. Y. }	Boston and Albany R. R.	{ 98.63 } { 102.60 }	{ 29,891.25 }	{ 225.00 } { 75.00 }
3035	Boston, Mass., and Providence, R. I.	Old Colony R. R.	44.00	2,200.00	50.00
3038	Boston and South Braintree.....do .....	.....do			
Part) 3039	South Braintree and Middle- borough. ....do .....	.....do			
3041	Middleborough and Provincetown. ....do .....	.....do			
Part) 3062	Brattleboro and South Vernon Junction (n. o.).	Central Vermont R. R.	10.29	237.25	25.00
3067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	51.88	1,297.00	25.00
RHODE ISLAND.					
4002	Providence, R. I., and New London, Conn.	New York, Providence and Boston R. R.	61.80	3,090.00	50.00
CONNECTICUT.					
5004	New Haven and New London.	New York, New Haven and Hartford R. R.	51.78	2,589.00	50.00
5005	{ New York, N. Y., and New Haven, Conn. } { New Haven, Conn., and Springfield, Mass. .... }	.....do	{ 73.27 } { 62.68 }	{ 29,508.50 }	{ 240.00 } { 190.00 }
NEW YORK.					
6001	{ New York and Hornellsville. } { Hornellsville and Dunkirk. }	New York, Lake Erie and Western R. R.	{ 331.16 } { 128.39 }	{ 31,628.40 }	{ 80.00 } { 40.00 }
6008	Buffalo and Hornellsville.....do .....	.....do			
6011	{ New York and Syracuse. } { Syracuse and Buffalo. }	New York Central and Hudson River R. R.	{ 291.50 } { 150.50 }	{ 184,040.00 }	{ 430.00 } { 290.00 }
6013	Syracuse and Rochester .....	.....do	104.00	4,160.00	40.00

fiscal years ending June 30, 1889, and June 30, 1890, and the increase or decrease of 1890 and the reasons therefor.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per annum.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
127.15	13,715.00	100.00		85.00	2 lines 60 feet ...	Decrease in distance.
114.83	2,870.75	25.00		6.75	1 line 40 feet ...	Do.
38.30	907.50	25.00	6.50		1 line 40 feet ...	Do.
69.76	1,744.00	25.00			1 line 40 feet ...	
124.63	3,365.75	25.00			1 line 40 feet ...	
25.50	637.50	25.00			1 line 40 feet ...	
24.17	604.25	25.00	3.25		1 line 40 feet ...	Increase in distance.
105.15	2,628.75	25.00			1 line 40 feet ...	
109.35	10,935.00	100.00			2 lines 60 feet ...	
116.33	2,968.25	25.00			1 line 40 feet ...	
40.62	1,015.50	25.00	19.25		1 line 40 feet ...	Do.
98.63	24,935.50	250.00	5,044.25		1 line 60 feet, 3 lines 55 feet, and 2 lines 40 feet.	1 line 40 feet established No- vember 18, 1889. Increase in distance.
102.78		100.00				
43.66	3,396.50	75.00	1,098.50		1 line 55 feet and 1 line 40 feet.	1 line 40 feet established De- cember 23, 1889. Decrease in distance.
11.36	284.00	25.00	284.00		1 line 40 feet ...	Established March 19, 1890.
23.29	582.25	25.00	582.25		1 line 40 feet ...	Do.
96.88	2,159.50	25.00	2,159.50		1 line 40 feet ...	Do.
10.83	268.25	25.00	1.00		1 line 40 feet ...	Decrease in distance.
51.96	1,299.50	25.00	2.50		1 line 40 feet ...	Do.
64.21	4,815.75	75.00	1,725.75		1 line 55 feet; 1 line 40 feet.	1 line 40 feet established De- cember 23, 1889. Increase in distance.
51.71	4,658.90	90.00	2,064.90		1 line 55 feet; 1 line 50 feet.	1 line 50 feet established De- cember 23, 1889. Increase in distance.
73.23	26,950.20	240.00	2,558.30		1 line 60 feet, 3 lines 55 feet; 1 line 50 feet.	1 line 50 feet curtailed to end at New Haven December 23, 1889.
62.50		150.00				
332.31	31,689.20	80.00	60.80		2 lines 50 feet ..	Increase in distance.
127.61		40.00				
92.94	3,717.60	40.00	3,717.60		1 line 50 feet ...	Established Dec. 16, 1889.
290.72	183,041.60	430.00	998.40		7 lines 60 feet; 2 lines 50 feet.	Decrease in distance.
145.80		380.00				
			4,160.00		1 line 50 feet.	1 line 50 feet discontinued.

I.—Table showing the rate of pay per annum for the use of railway post-offices

No. of route.	State and terminl.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
NEW JERSEY.					
7004	New York, N. Y., and Philadelphia, Pa.	Pennsylvania R. R.....	Miles. 90.89	Dollars 38,628.25	Dollars. 425.00
PENNSYLVANIA.					
8001	Philadelphia and Pittsburgh..	Pennsylvania R. R.....	352.90	97,047.50	275.00
8006	Sunbury and Williamsport ...	.....do	40.96	1,024.00	25.00
8021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.....			
MARYLAND.					
10001	Bay View (n. o.), Md., and Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	91.80	13,770.00	150.00
10002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy	138.01	3,450.25	25.00
10003	Baltimore, Md., and Grafton, W. Va. Grafton, W. Va., and Bellaire, Ohio.	Baltimore and Ohio R. R.....	293.75	39,115.60	120.00
			96.64		40.00
10006	Baltimore and Hagerstown ...	Western Maryland R. R.	86.60	2,165.00	25.00
10013	Bay View (n. o.), Md., and Washington, D. C.	Baltimore and Potomac R. R..	45.40	6,810.00	150.00
VIRGINIA.					
11001	Washington, D. C., and Richmond, Va.	Richmond, Fredericksburg and Potomac R. R.	115.90	13,908.00	120.00
11002	Alexandria and Lynchburgh .	Richmond and Danville R. R..	166.40	19,136.00	115.00
11008	Richmond and Petersburg...	Richmond and Petersburg R. R.	23.39	1,871.20	80.00
11009	Petersburgh, Va., and Weldon, N. C.	Petersburg R. R.	64.00	5,120.00	80.00
11013	Lynchburgh, Va., and Bristol, Tenn.	Norfolk and Western R. R....	204.40	10,220.00	50.00
11016	Lynchburgh and North Danville.	Richmond and Danville R. R.	65.72	5,914.80	90.00
11018	Washington, D. C., and Alexandria, Va.	Alexandria and Washington R. R.	7.42	853.30	115.00
11021	Hagerstown, Md., and Roanoke, Va.	Shenandoah Valley R. R.	239.80	5,995.00	25.00
11038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R..	143.21	12,888.90	90.00
WEST VIRGINIA.					
12002	Grafton and Parkersburgh ...	Baltimore and Ohio R. R.....	104.50	8,360.00	80.00
NORTH CAROLINA.					
13002	Weldon and Wilmington	Wilmington and Weldon R. R.	161.87	12,949.60	80.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i> 90.63	<i>Dollars.</i> 49,846.50	<i>Dollars.</i> 550.00	<i>Dollars.</i> 11,218.25		10 lines 60 feet; 2 lines 40 feet.	1 line 60 feet established July 1, 1889; 1 line 60 feet superseded 1 line 40 feet July 10, 1889; 1 line 40 feet established February 10, 1890; 1 line 40 feet May 8, 1890. Decrease in distance.
253.60	132,600.00	375.00	35,552.50		7 lines 60 feet; 1 line 40 feet.	1 line 60 feet established July 1, 1889; 1 line 60 feet superseded 1 line 40 feet July 10, 1889; 1 line 40 feet established May 8, 1890. Increase in distance.
41.06	1,642.40	40.00	618.40		1 line 50 feet....	Superseded 1 line 40 feet February 3, 1890. Increase in distance.
79.71	1,992.75	25.00	1,992.75		1 line 40 feet....	Established February 3, 1890.
92.00	16,100.00	175.00	2,330.00		3 lines 60 feet; 1 line 40 feet.	1 line 40 feet established February 10, 1890. Increase in distance.
138.21	5,528.40	40.00	2,078.15		1 line 50 feet....	1 line 50 feet superseded 1 line 40 feet February 3, 1890. Increase in distance.
294.40	49,956.50	150.00	9,840.90		3 lines 60 feet...	2 lines 60 feet superseded 2 lines 50 feet July 1, 1890; 1 line 60 feet superseded 1 line 50 feet August 5, 1890; 1 line 60 feet superseded 1 line 50 feet July 1, 1890. Decrease in distance.
95.93		50.00			1 line 60 feet...	
86.10	2,152.50	25.00		12.50	1 line 40 feet....	Decrease in distance.
45.53	7,967.75	175.00	1,157.75		3 lines 60 feet; 1 line 40 feet.	1 line 40 feet established February 10, 1890. Decrease in distance.
115.37	13,844.40	120.00		63.60	3 lines 50 feet...	Decrease in distance.
174.04	21,755.00	125.00	2,619.00		2 lines 60 feet; 1 line 40 feet.	Route extended to begin at Washington, D. C., from July 1, 1890.
23.07	1,845.60	80.00		25.60	2 lines 50 feet...	Decrease in distance.
63.54	5,083.20	80.00		36.80	2 lines 50 feet...	Do.
204.85	10,242.50	50.00	22.50		2 lines 40 feet...	Increase in distance.
65.74	6,574.00	100.00	669.20		2 lines 60 feet...	Increase in distance, and R. P. O. cars.
				853.30	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	All R. P. O. service discontinued from June 30, 1889.
				5,995.00	1 line 40 feet....	R. P. O. discontinued from Jan. 31, 1890.
142.80	14,280.00	100.00	1,391.10		2 lines 60 feet...	Increase in distance and R. P. O. cars.
103.80	10,380.00	100.00	2,020.00		2 lines 60 feet...	Decrease in distance and increase in R. P. O. cars.
161.87	12,949.60	80.00			2 lines 50 feet...	

I.—Table showing the rate of pay per annum for the use of railway post-offices

No. of route.	State and termini.	Corporate title of company.	June 30, 1899.		
			Length of route.	Pay per annum.	Pay per mile.
SOUTH CAROLINA.					
14002 Part.	Florence, S. C., and Wilmington, N. C.	Wilmington, Columbia and Augusta R. R.	Miles. 110.40	Dollars. 7,179.00	Dollars. 65.00
14004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy.	115.00	7,475.00	65.00
14005	Charleston and Florence.....	Northeastern R. R.....	102.44	6,653.00	65.00
GEORGIA.					
15001	Atlanta, Ga., and Charlotte, N. C.	Richmond and Danville R. R..	263.24	24,241.00	90.00
15002	Atlanta, Ga., and Chattanooga, Tenn.	Western and Atlantic R. R...	138.34	12,450.00	90.00
15003	Atlanta and West Point.....	Atlanta and West Point R. R.	57.36	4,903.00	50.00
15009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.55	11,151.40	65.00
15012	Macon and Atlanta.....	Central R. R. and Banking Co.	102.91	2,597.75	25.00
15016	{Macon and Smithville {Macon, Ga., and Eufaula, Ala.}	{Southwestern R. R.....	{ 83.57	{ 2,093.25	{ 25.00
Part. } 15023 }	Waycross and Albany.....	Brunswick and Albany R. R..	111.55	2,799.00	25.00
15039	Smithville and Albany	Southwestern R. R.....	34.12	608.00	25.00
ALABAMA.					
17001	Montgomery, Ala., and West Point, Ga.	Western Railway Company of Alabama.	26.00	4,330.00	50.00
17003	Montgomery and Eufaula	Montgomery and Eufaula Rwy.			
17004	Montgomery and Decatur	South and North Alabama R. R.	153.86	4,593.50	35.00
17012	Mobile and Montgomery	Louisville and Nashville R. R.	179.34	5,907.00	50.00
17013	Mobile, Ala., and New Orleans, La.	do	140.06	7,003.00	50.00
17015	Chattanooga, Tenn., and Meridian, Miss.	Alabama Great Southern R. R.	295.60	7,399.00	25.00
MISSISSIPPI.					
18001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.....	550.11	15,503.30	30.00
18016	Meridian, Miss., and New Orleans, La.	New Orleans and Northwestern R. R.	193.30	4,907.50	25.00
TENNESSEE.					
19002	Bristol and Chattanooga.....	East Tennessee, Virginia and Georgia Rwy.	242.79	12,129.50	50.00
19006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	131.75	3,043.75	25.00
KENTUCKY.					
20004	Cincinnati, Ohio, and Louisville, Ky.	Louisville and Nashville R. R.	109.00	5,540.00	60.00
20005	Louisville, Ky., and Nashville, Tenn.	do	126.14	11,168.40	60.00
20008	Bowling Green, Ky., and Memphis, Tenn.	do	262.70	7,881.00	30.00
20017	Cincinnati Junction (n. o.) and Louisville & Nashville Junction (n. o.).	do	4.50	270.00	60.00
20020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	323.70	16,923.00	50.00
OHIO.					
21001	Bellaire and Newark	Baltimore and Ohio R. R.....	103.82	4,152.80	40.00
21002	Pittsburgh, Pa., and Chicago, Ill.	Pennsylvania Co.....	463.20	23,410.00	50.00
21007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	75.01	4,375.05	65.00

for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
110.40	7,176.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
115.00	7,475.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
102.44	6,658.80	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
287.93	26,793.00	100.00	2,651.40	.....	2 lines 60 feet...	Decrease in distance and increase in R. P. O. cars.
138.00	12,420.00	90.00	.....	30.60	1 line 60 feet; 1 line 50 feet.	Decrease in distance.
87.02	4,351.00	50.00	.....	17.00	2 lines 40 feet...	Do.
171.56	11,151.40	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
103.00	2,575.00	25.00	.....	22.75	1 line 40 feet....	Do.
144.02	3,600.50	25.00	1,511.25	.....	1 line 40 feet....	Line extended to Eufaula from May 16, 1890. De- crease in distance.
.....	.....	.....	.....	2,789.00	1 line 40 feet....	R. P. O. discontinued from May 15, 1890.
.....	.....	.....	.....	603.00	1 line 40 feet....	R. P. O. discontinued from May 15, 1890.
86.60	4,330.00	50.00	.....	.....	2 lines 40 feet...	
80.57	2,014.25	25.00	2,014.25	.....	1 line 40 feet....	Established May 16, 1890.
183.86	4,506.50	25.00	.....	.....	1 line 40 feet....	
179.34	8,967.00	50.00	.....	.....	2 lines 40 feet....	
140.96	7,008.00	50.00	.....	.....	2 lines 40 feet....	
295.60	7,390.00	25.00	.....	.....	1 line 40 feet....	
550.11	16,503.30	30.00	.....	.....	1 line 45 feet....	
196.30	4,907.50	25.00	.....	.....	1 line 40 feet....	
242.79	12,139.50	50.00	.....	.....	2 lines 40 feet...	
121.75	3,043.75	25.00	.....	.....	1 line 40 feet....	
109.00	6,540.00	60.00	.....	.....	2 lines 45 feet...	
186.14	11,168.40	60.00	.....	.....	2 lines 45 feet...	
262.70	7,881.00	30.00	.....	.....	1 line 45 feet...	
4.50	270.00	60.00	.....	.....	2 lines 45 feet...	
338.70	27,096.00	80.00	10,161.00	.....	2 lines 50 feet...	
103.07	5,153.50	50.00	1,000.70	.....	1 line 60 feet....	Decrease in distance and in- crease in R. P. O. cars.
463.20	23,410.00	50.00	.....	.....	1 line 60 feet....	
75.01	3,750.50	50.00	.....	1,125.15	1 line 60 feet....	Decrease in R. P. O. service.

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
OHIO—continued.					
21010 Part.	Chicago and Newark	Baltimore and Ohio R. R.....	Miles. 88.04	Dollars. 3,521.60	Dollars. 40.00
21014	Columbus and Cincinnati	Pittsburgh, Cincinnati and St. Louis Rwy.	120.29	12,029.00	100.00
21015	Columbus, Ohio, and Indianapolis, Ind.	Chicago, St. Louis and Pittsburgh R. R.	189.66	42,673.50	225.00
21016	Gallion, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	204.09	5,102.25	25.00
21019	{ Toledo, Ohio, and La Fayette, Ind.	Wabash R. R.	{ 203.10	{ 30,996.25	{ 75.00
	{ La Fayette, Ind., and Decatur, Ill.		{ 119.80		{ 100.00
	{ Decatur and Quincy.		{ 151.35		{ 25.00
21023	Dayton and Toledo	Dayton and Michigan R. R. ...	144.18	3,604.50	25.00
21026	Cincinnati and Dayton	Cincinnati, Hamilton and Dayton R. R.	58.38	1,459.50	25.00
21028	Cincinnati, Ohio, and Parkersburg, W. Va.	Cincinnati, Washington and Baltimore R. R.	193.30	15,624.00	80.00
21032	Pittsburgh, Pa., and Columbus, Ohio.	Pittsburgh, Cincinnati and St. Louis Rwy.	193.85	63,001.25	325.00
21042	Cleveland and Cincinnati	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	{ 79.74	{ 14,069.50	{ 75.00
21045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	{ 162.18			{ 50.00
21047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	133.97	25,454.30	190.00
			271.28	10,851.20	40.00
21095	{ Buffalo, N. Y., and Cleveland, Ohio.	Lake Shore and Michigan Southern Rwy.	{ 183.26	{ 178,365.35	{ 390.00
	{ Cleveland and Elyria, Ohio		{ 25.06		{ 390.00
	{ Elyria and Millbury, Ohio.		{ 79.77		{ 325.00
	{ Millbury and Toledo, Ohio.		{ 8.07		{ 390.00
	{ Toledo, Ohio, and Elkhart, Ind.		{ 142.90		{ 200.00
	{ Elkhart, Ind., and Chicago, Ill.		{ 101.20		{ 390.00
INDIANA.					
22002	Indianapolis and Terre Haute.	Terre Haute and Indianapolis R. R.	74.39	16,737.75	225.00
22003	Indianapolis, Ind., and Cincinnati, Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	111.40	10,026.00	90.00
22005	Indianapolis and La Fayette.	do	64.91	5,841.90	90.00
22008	Louisville Junction (n. o.), Ky., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	322.40	8,060.00	25.00
22010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy.	338.14	23,669.80	70.00
22029	La Fayette, Ind., and Kankakee, Ill.	Cincinnati, La Fayette and Chicago R. R.	75.79	6,821.10	90.00
22044	Terre Haute, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R.	167.75	37,743.75	225.00
ILLINOIS.					
23001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy.	85.40	2,135.00	25.00
23002	Chicago and Freeport.	do	121.30	4,852.00	40.00
23003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	do	489.90	28,321.00	.....
Part.	Chicago and Cedar Rapids. ....	.....	219.40	.....	65.00
Part.	Cedar Rapids and Missouri Valley.	.....	247.70	.....	50.00
Part.	Missouri Valley and Council Bluffs.	.....	21.40	.....	75.00
Part.	Council Bluffs and Union Pacific Transfer (n. o.).	.....	1.40	.....	50.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
88.04	4,402.00	50.00	880.40	.....	1 line 60 feet....	Increase in R. P. O. service.
119.40	11,940.00	100.00	.....	89.00	2 lines 60 feet...	Decrease in distance.
188.37	47,092.50	250.00	4,419.00	.....	5 lines 60 feet...	Decrease in distance and in- crease in R. P. O. service.
204.09	5,102.25	25.00	.....	.....	1 line 40 feet....	
203.10	25,839.75	90.00	4,843.50	.....	1 line 60 feet; 1 line 50 feet; 1 line 60 feet; 1 line 50 feet; 1 line 40 feet; 1 line 40 feet.	Increase in R. P. O. service.
119.60		115.00				
151.35		25.00				
144.18		50.00				
59.38	7,209.00	50.00	3,604.50	.....	2 lines 40 feet...	Increase in R. P. O. service.
	2,969.00	50.00	1,509.50	.....	2 lines 40 feet....	Do.
195.30	19,530.00	100.00	3,906.00	.....	2 lines 60 feet...	Do.
191.00	66,850.00	350.00	3,848.75	.....	7 lines 60 feet...	Decrease in distance and in- crease in R. P. O. service.
241.92	17,718.30	90.00	3,628.80	.....	1 line 50 feet; 1 line 40 feet.	Increase in R. P. O. service.
133.97	20,095.50	150.00	5,358.80	.....	3 lines 60 feet....	Decrease in R. P. O. service.
271.28	13,564.00	50.00	2,712.80	.....	1 line 60 feet....	Increase in R. P. O. service.
183.23	185,277.90	390.00	6,912.55	.....	7 lines 60 feet; 1 line 50 feet.	Increase in R. P. O. service.
25.06		390.00			7 lines 60 feet; 1 line 50 feet.	
79.77		340.00			6 lines 60 feet; 1 line 50 feet.	
8.07		390.00			7 lines 60 feet; 1 line 50 feet.	
142.90		240.00			4 lines 60 feet; 1 line 50 feet.	
101.20		390.00			7 lines 60 feet; 1 line 50 feet.	
74.39	18,597.50	250.00	1,859.75	.....	5 lines 60 feet...	Increase in R. P. O. service.
111.40	12,811.00	115.00	2,785.00	.....	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
64.91	7,464.85	115.00	1,622.75	.....	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
222.40	8,060.00	25.00	.....	.....	1 line 40 feet....	
338.14	33,814.00	100.00	10,144.20	.....	2 lines 60 feet....	Do.
75.79	8,715.85	115.00	1,804.75	.....	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
167.75	41,937.50	250.00	4,193.75	.....	5 lines 60 feet...	
85.00	3,400.00	40.00	1,265.00	.....	1 line 50 feet....	Decrease in distance. One line 40 feet superseded by 1 line 50 feet Nov. 23, 1889.
121.30	4,852.00	40.00	.....	.....	1 line 50 feet....	
489.90	32,806.00	.....	5,485.00	.....	
219.40	.....	90.00	.....	.....	1 line 60 feet; 1 line 50 feet.	1 line 40 feet between Chi- cago and Cedar Rapids superseded by 1 line 60 feet Jan. 23, 1890.
247.70	.....	50.00	.....	.....	2 lines 40 feet....	
21.40	.....	75.00	.....	.....	3 lines 40 feet....	
1.40	.....	50.00	.....	.....	2 lines 40 feet....	

1.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1899.		
			Length of route.	Pay per annum.	Pay per mile.
	ILLINOIS—continued.		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
23007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R.	206.00	59,635.00	.....
Part.	Chicago and Galesburgh.....	.....	162.70	.....	300.00
Part.	Galesburgh, Ill., and Burlington, Iowa.	.....	43.30	.....	250.00
23010	Galesburgh and Quincy .....	.....do	100.61	7,545.75	75.00
23015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy.	182.63	11,870.95	65.00
23017	Chicago and East St. Louis ...	Chicago and Alton R. R.	281.10	25,299.00	90.00
23020	Chicago and Cairo	Illinois Central R. R.	365.53	17,683.30	.....
Part.	Chicago and Kankakee .....	.....	55.87	.....	140.00
Part.	Kankakee and Centralia .....	.....	196.23	.....	50.00
23021	Dubuque, Iowa, and Centralia, Ill.	.....do	343.27	9,776.90	.....
Part.	Dubuque, Iowa, and Freeport, Ill.	.....	66.56	.....	65.00
Part.	Mendota and Centralia .....	.....	216.22	.....	25.00
23023	Decatur and East St. Louis ...	Wabash Railroad.....	113.66	8,524.50	75.00
23032	East St. Louis, Ill., and Nashville, Tenn.	Louisville and Nashville R. R.	.....	.....	.....
23035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy.	85.98	17,196.00	200.00
23064	Chicago and Lanark Junction (n. o.).	.....do	116.60	2,915.00	25.00
23105	Chicago and Freeport	Illinois Central R. R.	114.44	2,861.00	25.00
	MICHIGAN.				
24006	Detroit and Jackson.....	Michigan Central R. R.	76.06	7,966.30	105.00
24010	Jackson and Grand Rapids...	.....do	94.68	3,787.20	40.00
24031	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy.	.....	.....	.....
24035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R. ....	.....	.....	.....
24080	Jackson, Mich., and Chicago, Ill.	.....do	216.16	13,666.40	65.00
	WISCONSIN.				
25001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy.	195.98	4,899.50	25.00
Part.	Milwaukee and Prairie du Chien.	.....	.....	.....	.....
25002	Milwaukee and La Crosse.....	.....do	196.42	34,723.50	175.00
25009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy.	242.47	15,850.80	.....
Part.	Chicago and Harvard .....	.....	62.70	.....	120.00
Part.	Harvard and Janesville.....	.....	28.40	.....	80.00
Part.	Janesville and Fond du Lac ..	.....	85.60	.....	40.00
Part.	Fond du Lac and Fort Howard.	.....	65.77	.....	40.00
25010	Caledonia, Ill., and Winona Junction (n. o.), Wis.	.....do	189.55	13,646.00	.....
Part.	Caledonia, Ill., and Evansville, Wis.	.....	27.95	.....	40.00
Part.	Evansville and Winona Junction, (n. o.)	.....	151.60	.....	80.00
25011	Kenosha, Wis., and Rockford, Ill.	.....do	73.71	600.00	.....
Part.	Harvard and Caledonia .....	.....	15.00	.....	40.00
25012	Milwaukee and Fond du Lac ..	.....do .....	.....	.....	.....
25014	Winona, Minn., and La Crosse, Wis.	.....do	32.86	2,376.80	.....
Part.	Winona and Winona Junction, (n. o.)	.....	28.71	.....	80.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum for 1890.	Number of lines and authorized length of cars June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
206.00	59,635.00					
162.70		300.00			6 lines 60 feet...	
42.30		250.00			5 lines 60 feet...	
100.61	7,545.75	75.00			1 line 60 feet; 1 line 40 feet...	
182.63	11,876.95	65.00			1 line 50 feet; 1 line 40 feet...	
281.10	22,110.00	100.00	2,811.00		2 lines 60 feet...	Increase to 60 feet of 1 line 50 feet from Feb. 12, 1890.
385.53	19,030.05		1,396.75			
55.87		185.00			3 lines 40 feet; 1 line 50 feet; 1 line 60 feet...	An additional line of 40 feet cars between Chicago and Kankakee from Dec. 23, 1889.
196.23		50.00			2 lines 40 feet...	
243.27	9,776.90					
69.56		65.00			1 line 40 feet; 1 line 50 feet...	
210.22		25.00			1 line 40 feet...	
113.66	10,229.40	90.00	1,704.90		1 line 50 feet; 1 line 60 feet...	Increase in pay for 1 line 50 feet from July 1, 1889.
318.78	7,969.50	25.00	7,969.50		1 line 40 feet...	Establishment from July 1, 1889.
85.39	17,078.00	200.00		118.00	2 lines 40 feet; 3 lines 60 feet...	Decrease in distance.
116.60	2,915.00	25.00			1 line 40 feet...	
114.44	2,861.00	25.00			1 line 40 feet...	
76.06	9,507.50	120.00	1,521.20		3 lines 50 feet...	1 line 40 feet superseded by 1 line 50 feet from March 8, 1890.
94.68	3,787.20	40.00			1 line 50 feet...	
180.08	4,502.00	25.00	4,502.00		1 line 40 feet...	Establishment from Febru- ary 10, 1890.
59.30	2,965.00	50.00	2,965.00		2 lines 40 feet...	Establishment from March 1, and April 20, 1890.
210.16	17,863.00	85.00	4,203.20		1 line 50 feet; 1 line 55 feet...	1 line 40 feet superseded by 1 line 55 feet from March 8, 1890. Pay \$45 per mile for the 55 feet line.
193.60	4,840.01	25.00		59.49	1 line 40 feet...	Decrease in distance from February 17, 1890.
197.83	34,620.25	175.00		103.25	1 line 40 feet; 3 lines 60 feet...	Decrease in distance.
242.47	8,782.80			7,068.00		
62.70		80.00			2 lines 50 feet...	1 line of 50 feet cars dis- continued between Chica- go and Fond du Lac from November 22, 1889.
28.40		40.00			1 line 50 feet...	
66.77		40.00			1 line 50 feet...	
189.55	13,646.00					
87.95		40.00			1 line 50 feet...	
151.60		80.00			2 lines 50 feet...	
73.71	600.00					
15.00		40.00			1 line 50 feet...	
68.72	2,548.80	40.00	2,548.80		1 line 50 feet...	Establishment from Novem- ber 22, 1889.
33.86	2,376.80					
29.71		80.00			2 lines 50 feet...	

1.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
WISCONSIN—continued.					
25024	Racine, Wis., and Rock Island, Ill.	Chicago, Milwaukee and St. Paul Rwy.	Miles. 197.85	Dollars. 550.00	Dollars.
Part.	Lanark Junction (n. o.) and Savanna, Ill.	.....	22.00	.....	25.00
25064	Janesville and Evansville....	Chicago and Northwestern Rwy.	16.75	670.00	40.00
MINNESOTA.					
26001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific R. R.	1,280.02	11,902.50	.....
Part.	St. Paul, Minn., and Mandan, N. Dak.	.....	476.10	.....	25.00
Part.	Mandan, N. Dak., and Forsyth, Mont.	.....	.....	.....	.....
26004	St. Cloud and St. Vincent....	St. Paul, Minneapolis and Manitoba Rwy.	314.85	3,593.25	.....
Part.	St. Cloud and Barnesville....	.....	143.73	.....	25.00
Part.	Barnesville and Crookston....	do	214.58	261.00	.....
26006	St. Paul and Breckenridge....	.....	10.44	.....	25.00
Part.	St. Paul and Minneapolis....	.....	142.55	21,882.50	150.00
26013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	.....	.....	.....
26025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy.	269.79	6,744.75	25.00
26039	Crookston, Minn., and Devil's Lake, N. Dak.	St. Paul, Minneapolis and Manitoba Rwy.	.....	.....	.....
26040	Minneapolis and St. Cloud....	do	66.30	1,657.50	25.00
26070	Minneapolis and St. Cloud....	Great Northern Rwy.	.....	.....	.....
IOWA.					
27005	Burlington and Union Pacific Transfer, (n. o.)	Chicago, Burlington and Quincy R. R.	294.00	73,500.00	250.00
27012	Clinton, Iowa and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy.	181.79	2,422.50	.....
Part.	Sabula and McGregor	.....	96.90	.....	25.00
27014	Davenport and Union Pacific Transfer (n. o.)	Chicago, Rock Island and Pacific Rwy.	317.97	16,708.05	.....
Part.	Davenport and Iowa City....	.....	58.97	.....	65.00
Part.	Iowa City and Union Pacific Transfer (n. o.)	.....	264.00	.....	50.00
27028	Savanna, Ill., and Union Pacific Transfer (n. o.), Iowa.	Chicago, Milwaukee and St. Paul Rwy.	352.37	85.50	.....
Part.	Savanna, Ill., and Sabula, Iowa.	.....	3.42	.....	25.00
27029	Missouri Valley and Sioux City.	Sioux City and Pacific R. R. .	76.27	2,080.50	.....
Part.	Missouri Valley and California.	.....	6.15	.....	50.00
Part.	California and Sioux City....	.....	70.12	.....	25.00
27073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R.	5.64	225.00	40.00
27077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R. .	32.01	800.25	25.00
MISSOURI.					
28001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy.	330.17	45,546.00	.....
Part.	St. Louis and Kansas City....	.....	283.12	.....	175.00
28002	St. Louis and Bismarck	St. Louis, Iron Mountain and Southern Rwy.	75.33	4,894.45	65.00
28003	St. Louis, Mo., and Vinita, Ind. Ter.	St. Louis and San Francisco Rwy.	359.70	14,105.00	.....
Part.	St. Louis and Monett .....	.....	282.10	.....	50.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
197.85	560.00					
22.00		25.00			1 line 40 feet...	
16.75	670.00	40.00			1 line 50 feet...	
1,254.34	19,738.00		7,835.50			
476.10		25.00			1 line 40 feet...	Decrease in distance. Es- tablishment of 1 line 40 feet between Mandan, N. Dak., and Forsyth Mont., from November 20, 1889.
339.10		25.00			1 line 40 feet...	
314.85	5,628.25		2,935.00			Establishment of 1 line 40 feet between Barnesville and Crookston from Feb- ruary 7, 1890.
143.73		25.00			1 line 40 feet...	
81.40		25.00			1 line 40 feet...	
214.58	261.00					
10.44		25.00			1 line 40 feet...	
142.04	21,906.00	150.00		76.50	3 lines 60 feet...	Decrease in distance.
209.79	6,744.75	25.00			1 line 40 feet...	
114.55	2,863.75	25.00	2,863.75		1 line 40 feet...	Establishment from Febru- ary 7, 1890.
				1,657.50		Discontinuance from May 25, 1890.
67.17	1,679.25	25.00	1,679.25		1 line 40 feet...	Establishment from May 26, 1890.
294.00	73,500.00	250.00			5 lines 60 feet...	
181.79	2,422.50					
96.90		25.00			1 line 40 feet...	
217.97	16,708.65					
52.97		65.00			1 line 50 feet; 1 line 40 feet...	
264.00		50.00			2 lines 40 feet...	
252.37	85.50					
3.42		25.00			1 line 40 feet...	
76.27	2,060.50					
6.15		50.00			2 lines 40 feet...	
79.12		25.00			1 line 40 feet...	
5.04	225.60	40.00			1 line 50 feet...	
82.01	800.25	25.00			1 line 40 feet...	
330.17	49,546.00					
283.12		175.00			3 lines 60 feet; 1 line 40 feet...	
75.23	4,806.45	65.00			1 line 50 feet; 1 line 40 feet...	
359.79	14,105.00					
282.10		50.00			2 lines 40 feet...	

1.—Table showing the rate of pay per annum for the use of railway post-office.

No. of route.	State and termini.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
	MISSOURI—continued.		Miles.	Dollars.	Dollars.
29004 Part.	St. Louis and Kansas City	Wabash Railroad	276.90	13,840.00	.....
	St. Louis and Brunswick		186.90	.....	50.00
Part.	Brunswick and Kansas City		89.90	.....	50.00
29005 Part.	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph R. R.	207.55	11,130.60	.....
	Quincy, Ill., and Cameron. Mo.		171.24	.....	65.00
29006 Part.	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph and Council Bluffs R. R.	197.63	7,566.00	.....
Part.	Kansas City and Napier		102.63	.....	50.00
Part.	Napier and Union Pacific Transfer (n. o.)		95.00	.....	25.00
29010	Kansas City and Cameron	Hannibal and St. Joseph R. R.	55.08	3,580.20	65.00
29011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy.	432.13	21,656.50	50.00
29013	Brunswick and Pattonsburgh.	Wabash Railroad .....	.....	.....	.....
29026	Brunswick, Mo., and Texarkana, Ark.	Missouri Pacific Rwy.	418.24	26,928.20	65.00
29061	Pattonsburgh, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy. ....	.....	.....	.....
29064	Napier, Mo., and Rulo Y (n. o.), Nebr.	Burlington and Missouri River R. R. Co. (in Nebr.).	11.70	292.50	25.00
	LOUISIANA.				
30003	New Orleans and La Fayette..	Morgan's Louisiana and Texas R. R. and Steam-ship Co. ....	.....	.....	.....
30010	La Fayette, La., and Orange, Tex.	Louisiana Western R. R. ....	.....	.....	.....
	TEXAS.				
Part } 31009	Marshall and Fort Worth	Texas and Pacific Rwy .....	.....	.....	.....
31010	Texarkana, Ark., and Marshall, Tex.	do .....	.....	.....	.....
31012	Houston and Orange.	Texas and New Orleans R. R. ....	.....	.....	.....
	KANSAS.				
33001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy	641.02	16,025.50	25.00
Part } 33010	Topeka, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	569.75	51,277.50	90.00
Part } 33012	Rulo Y (n. o.), Nebr., and Table Rock, Nebr.	Burlington and Missouri River R. R. (in Nebr.).	38.80	970.00	25.00
33016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R.	68.88	6,019.20	90.00
	NEBRASKA.				
34001	{ Union Pacific Transfer (n. o.), Iowa, and Ogden, Utah. }	Union Pacific Rwy	{ 518.44 515.80 }	{ 64,673.00 }	{ 75.00 50.00 }
34002	Ashland and Hastings	Burlington and Missouri River R. R. (in Nebr.).	121.98	7,928.70	65.00
34004	Omaha and Orecopolis Junction (n. o.).	Omaha and Southwestern R. R.	16.60	864.00	40.00
Part } 34009	Hastings and McCook	Republican Valley R. R.	131.98	8,578.70	65.00
Part } 34010	Fremont and Long Pine	Fremont, Elkhorn and Missouri Valley R. R.	212.84	5,321.00	25.00
Part } 34016	Wymore and Red Cloud	Republican Valley R. R.	108.22	2,705.50	25.00
34020	Wymore and Table Rock	do	40.87	1,021.75	25.00
Part } 34029	Red Cloud and Oxford	do	64.98	1,624.50	25.00

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued

June 30, 1889.			Increase per annum of 1889.	Decrease per annum of 1889.	Number of lines and authorised length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
273.80	14,308.00		556.00			{ 1 line 40 feet between Brunswick and Kansas City discontinued from October 31, 1889. 1 line 40 feet superseded by 1 line 50 feet between St. Louis and Brunswick from May 9, 1890.
186.90		65.00			1 line 50 feet; 1 line 40 feet.	
89.90		25.00			1 line 40 feet.	
207.55	11,130.60					
171.24		65.00			1 line 50 feet; 1 line 40 feet.	
197.62	12,446.50		4,940.50			
102.62		75.00			3 lines 40 feet.	{ Establishment of 1 line 40 feet from November 1, 1889.
95.00		50.00			2 lines 40 feet.	
55.08	3,580.20	65.00			1 line 50 feet; 1 line 40 feet.	
433.13	21,656.50	50.00			2 lines 40 feet.	
79.90	3,190.00	40.00	3,190.00		1 line 50 feet.	Establishment from May 9, 1890.
418.24	26,928.20	65.00			1 line 50 feet; 1 line 40 feet.	
144.61	3,615.25	25.00	3,615.25		1 line 40 feet.	Establishment from Novem- ber 1, 1889.
11.70	292.50	25.00			1 line 40 feet.	
149.92	3,748.00	25.00	3,748.00		1 line 40 feet.	Established January 1, 1890.
113.25	2,831.25	25.00	2,831.25		1 line 40 feet.	Do.
179.38	4,482.50	25.00	4,482.50		1 line 40 feet.	{ Established February 16, 1890. Do.
69.64	1,741.00	25.00	1,741.00		1 line 40 feet.	
106.33	2,658.25	25.00	2,658.25		1 line 40 feet.	Established January 1, 1890.
641.02	16,025.50	25.00			1 line 40 feet.	
568.75	51,277.50	90.00			{ 1 line 50 feet; 1 line 60 feet.	
38.89	970.00	25.00			1 line 40 feet.	
66.88	6,019.20	90.00			1 line 50 feet; 1 line 60 feet.	
374.10	{ 114,303.00	125.00	{ 49,630.00		2 lines 60 feet;	{ Increase in R. P. O. service.
622.61		100.00			1 line 40 feet.	
30.53		150.00			2 lines 60 feet.	
121.98	7,928.70	65.00			3 lines 60 feet.	
16.60	664.00	40.00			1 line 50 feet; 1 line 40 feet.	
131.98	8,578.70	65.00			1 line 50 feet.	
212.84	5,331.00	25.00			{ 1 line 50 feet; 1 line 40 feet.	
108.22	2,705.50	25.00			1 line 40 feet.	
40.87	1,021.75	25.00			1 line 40 feet.	
64.98	1,634.50	25.00			1 line 40 feet.	

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1889.		
			Length of route.	Pay per annum.	Pay per mile.
NEBRASKA—continued.					
24038	Omaha and Ashland.....	Omaha and North Platte R. R.	Miles. 81.20	Dollars. 2,028.00	Dollars. 65.00
Part } 34039 }	Plattsmouth and Oreoopolis Junction (n. o.).	Burlington and Missouri } River R. R. (in Nebr.). }	4.47	178.80	40.00
WYOMING.					
37001	Granger, Wyo., and Hunting- ton, Oregon.	Oregon Short Line and Utah Northern Rwy.	.....	.....	.....
COLORADO.					
Part } 38006 }	La Junta, Colo., and Albu- querque, N. Mex.	Atchison, Topeka and Santa } Fe R. R. }	348.09	8,702.25	25.00
OREGON.					
44001	Portland and Ashland	Oregon and California R. R. ....	.....	.....	.....
44003	Umatilla and Huntington.....	Oregon Short Line and Utah Northern Rwy.	.....	.....	.....
Part } 44005 }	Portland and Umatilla.....	do .....	.....	.....	.....
CALIFORNIA.					
46001	San Francisco and Ogden ...	Central Pacific R. R.	{ 45.40 788.77 }	{ 42,843.50	{ 75.00 50.00 }
Part } 46003 }	Roseville and Redding.....	do	46.74	1,168.50	25.00
46010	Lathrop and Goshen.....	do	148.89	3,659.75	25.00
Part } 46014 }	Goshen and Los Angeles.....	Southern Pacific R. R.	242.78	6,069.50	25.00
46022	Davisville and Tehama.....	Central Pacific R. R. Co. (lessee Northern Rwy.).	111.64	2,791.00	25.00
46032	Port Costa and Lathrop.....	Central Pacific R. R. Co. (lessee San Pablo R. R.).	62.23	1,555.75	25.00
Total.....			.....	2,198,517.55	.....
Net increase.....			.....	.....	.....

cars for the fiscal years ending June 30, 1889, and June 30, 1890, etc.—Continued.

June 30, 1890.			Increase per annum of 1890.	Decrease per annum of 1890.	Number of lines and authorized length of cars, June 30, 1890.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
31.20	2,028.00	65.00	.....	.....	1 line 50 feet; 1 line 40 feet.	
4.47	178.80	40.00	.....	.....	1 line 50 feet....	
541.34	27,067.00	50.00	27,067.00	.....	1 line 60 feet....	R. P. O. established.
348.09	8,702.25	25.00	.....	.....	1 line 40 feet....	
342.58	8,564.50	25.00	8,564.50	.....	1 line 40 feet....	R. P. O. established.
218.04	5,451.00	25.00	5,451.00	.....	1 line 40 feet....	Do.
187.54	4,688.50	25.00	4,688.50	.....	1 line 40 feet....	Do.
{ 32.17 75.86 726.14 }	{ 66,067.75 }	{ 125.00 100.00 75.00 }	{ 23,224.25 }	.....	{ 1 line 55 feet; 3 lines 40 feet. 1 line 55 feet; 2 lines 40 feet. 1 line 55 feet; 1 line 40 feet. }	{ Increase in R. P. O. service.
151.87	3,796.75	25.00	2,628.25	.....	1 line 40 feet....	Do.
146.39	3,659.75	25.00	.....	.....	1 line 40 feet....	
242.78	6,099.50	25.00	.....	.....	1 line 40 feet....	
.....	.....	.....	.....	2,791.00	.....	R. P. O. service discontinued April 1, 1890.
62.23	1,555.75	25.00	.....	.....	1 line 40 feet....	
.....	2,526,000.11	.....	364,180.85	36,698.29	.....
.....	2,198,517.55	.....	36,698.29	.....	.....
.....	327,482.56	.....	327,482.56	.....	.....

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1890, out of \$295,655.38 appropriated by act approved March 2, 1889.

Number of route.	Termini.	Railroad company.	Miles.	Pay per annum.
5005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	136.00	\$17,047.06
6011 (part)	4.35 a. m. train, New York to Albany.	New York Central and Hudson River.	144.00	25,000.00
10006 (part)	Baltimore to Hagerstown.....	Western Maryland.....	86.10	15,712.25
10001.....	Philadelphia, Pa., to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
10013.....	Bay View (n. o.), Md., to Washington, D. C.			
11001 (part)	Washington, D. C., to Quantico (n. o.), Va.	Baltimore and Potomac.....	79.80	21,900.00
11001 (part)	Quantico (n. o.) to Richmond.			
11008.....	Richmond to Petersburg.....	Richmond, Fredricksburgh and Potomac.	81.50	17,419.26
11009.....	Petersburgh to Weldon.....	Richmond and Petersburg..	23.07	4,210.27
19002.....	Weldon to Wilmington.....	Petersburgh.....	63.54	11,598.05
14002 (part)	Wilmington to Florence.....	Wilmington and Weldon.....	162.07	28,841.27
		Wilmington, Columbia and Augusta.	110.00	20,075.00
14005 (part)	Florence to Charleston Junction (n. o.).	Northeastern.....	95.00	17,337.50
14004 (part)	Charleston Junction (n. o.) to Savannah.	Charleston and Savannah....	108.00	19,710.00
15009.....	Savannah to Jacksonville.....	Savannah, Florida and Western	171.50	31,309.70
16018.....	Jacksonville to Sanford.....	Jacksonville, Tampa and Key West.	124.18	22,807.25
16007.....	Sanford to Tampa.....	South Florida.....	116.39	21,095.17
Total				295,421.78

L.—Statement showing miles of railroad mail service ordered from July 1, 1889, to June 30, 1890.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
2	Maine	Newport and Dexter. Ext. Foxcroft.	Ext.	Maine Central R. R.	15.70	Feb. 15, 1890
30	do	Greenville and Beattie.	New	Canadian Pacific Rwy.	64.20	Feb. 17, 1890
18	do	Oakland and Embden.	Ext.	Somerset Rwy.	3.49	Mar. 20, 1890
1017	New Hampshire	Fabyan House and Scott.	New	Maine Central R. R.	17.78	Oct. 7, 1889
1019	do	Belmont and Pittsfield.	do	Tilton and Belmont R. R.	6.82	Nov. 11, 1889
1004	do	Hooksett and Pittsfield. Ext. to Centre Barnstead.	Ext.	Concord R. R. Corporation.	4.26	Jan. 27, 1890
1005	do	West Seawarts town and Coos. Change route to begin at Beecher Falls.	Change of terminus.	Upper Coos R. R.	1.49	Jan. 15, 1890
1017	do	Fabyan House and Scott. Ext. Linsenburgh.	Ext.	Maine Central R. R.	2.94	Mar. 20, 1890
3034	Massachusetts	North Grafton Station (n. o.) and Grafton. Ext. to W. Upton.	do	Grafton Central R. R.	4.72	July 1, 1889
3082	do	Lowell Junction (n. o.) and Lowell Station (n. o.)	do	Boston and Maine R. R.	8.50	July 10, 1889
3079	do	Mount Tom and Easthampton Station.	New	Connecticut River R. R.	3.50	Dec. 2, 1889
3074	do	Boston and Cook Street Station (n. o.). Ext. Riverside Junction (n. o.).	Ext.	Boston and Albany R. R.	3.09	Do.
4002	Rhode Island	Providence, R. I., and Groton, Conn. Ext. New London, Conn.	do	New York, Providence and Boston R. R.	2.30	May 18, 1890
5026	Connecticut	Stevens and Botsford.	New	Housatonic R. R.	5.23	Apr. 7, 1890
6044	New York	Wincola and Locust Valley. Ext. Oyster Bay.	Ext.	Long Island R. R.	3.17	Oct. 1, 1889
6140	do	Summitville and Huguenot Junction (n. o.)	New	Port Jervis, Monticello and N. w York R. R.	17.56	Oct. 10, 1889
6021	do	Rochester and Charlotte.	do	New York Central and Hudson River R. R.	9.41	Nov. 15, 1889
6108	do	Binghamton and Buffalo.	do	Delaware, Lackawanna and Western R. R.	203.55	Dec. 2, 1889
6141	do	Auburn and Genoa.	do	Lehigh Valley R. R.	21.59	Feb. 3, 1890
6142	do	Prattsburgh and Kanona.	do	Kanona and Prattsburgh R. R.	12.66	Feb. 10, 1890
6143	do	Wayland and Bolivar.	do	Lackawanna and Southwestern R. R.	58.79	Feb. 24, 1890
6144	do	Angelica and Beloit Junction (n. o.)	do	do	6.87	Do.
6109	do	New Rochell and West Chester. Ext. Jersey City, N. J.	Ext.	New York, New Haven and Hartford R. R.	17.22	May 11, 1890
7068	New Jersey	Atlantic City and Longport.	New	Camden and Atlantic R. R.	7.08	July 24, 1889
7047	do	Sea Island City and Avalon.	do	West Jersey R. R.	4.02	July 26, 1889
7089	do	Matawan Junction (n. o.) and Atlantic Highlands.	do	Central R. R. Co. of New Jersey	11.03	Oct. 24, 1889
7067	do	New Germantown and White Horse Station. Ext. Pottersville.	do	Rockaway Valley R. R.	3.85	Dec. 23, 1889
7070	do	Brown's Mills and Brown's Mill Junction (n. o.)	do	Pennsylvania R. R.	1.92	Mar. 3, 1890
7033	do	Bridgeton and Port Morris. Ext. Bivalve.	Ext.	Central R. R. Co. of New Jersey	.84	Do.
8013	Pennsylvania	Pottsville and Herndon.	Corrected distance	Philadelphia and Reading R. R.	.61	July 1, 1889
8184	do	McGee's Station (n. o.) and Glen Campbell.	circular.	Pennsylvania R. R.	8.57	Feb. 5, 1890
8185	do	Mount Pleasant and Skotdale Junction (n. o.)	New	do	5.65	Feb. 10, 1890
8186	do	Pond Creek Junction (n. o.) and Sandy Run.	do	Central R. R. Co. of New Jersey	2.71	Feb. 12, 1890
8187	do	McKeesport and Belle Vernon.	do	Pittsburgh and Lake Erie R. R.	28.01	Mar. 17, 1890
8185	do	Irrona and Punxsutawney. Ext. Horatio.	Ext.	Pennsylvania and Northwestern R. R.	3.77	Apr. 1, 1890
8188	do	Bradford and Kinzua.	New	Western New York and Pennsylvania R. R.	29.09	Apr. 14, 1890
8189	do	Hawley and Scranton.	do	Erie and Wyoming Valley R. R.	51.28	May 1, 1890
8151	do	Youngwood (n. o.) and United. Ext. Tranger.	do	Pennsylvania R. R.	.92	June 9, 1890
8190	do	Wayne Junction (n. o.) and West Falls (n. o.)	New	Philadelphia and Reading R. R.	2.47	Apr. 16, 1890

L.—Statement showing miles of railroad mail service ordered from July 1, 1889, to June 30, 1890.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
8191	Pennsylvania.	Confence, Pa., and Friendville, Md.	New	Baltimore and Ohio R. R.	17.05	May 16, 1890
10029	Maryland.	Orangeville Junction (n. o.) and Sparrows' Point	do	Northern Central Rwy	8.14	Oct. 23, 1889
10030	do	Raton and St. Michaels.	do	Baltimore and Eastern Shore R. R.	11.51	Apr. 7, 1890
11045	Virginia.	Scotland and Wakefield.	do	Surry Sussex and Southampton Rwy	20.08	July 4, 1889
11042	do	Shouder's Hill (n. o.). Ext. Portsmouth	Ext.	Atlantic and Danville Rwy	10.47	July 1, 1889
11002	do	Alexandria and Lynchburgh. Ext. to begin at Washington, D. C.	do	Richmond and Danville R. R.	6.59	Do.
11044	do	Lynchburgh and Rostburgh. Ext. Brookneal	do	Lynchburgh and Durham R. R.	20.53	Aug. 12, 1889
11042	do	Portsmouth and Hefield. Ext. Lawrenceville.	do	Atlantic and Danville Rwy	19.85	Oct. 1, 1889
11044	do	Lynchburgh and Brookneal. Ext. South Boston	do	Lynchburgh and Durham R. R.	29.94	Feb. 3, 1890
11043	do	Graham and Kelly. Ext. Honaker	do	Norfolk and Western R. R.	35.70	Mar. 17, 1890
11017	do	Bermuda Hundred and Winterpock. Ext. Eppee Falls.	do	Farmville and Powhatan R. R.	4.34	Feb. 17, 1890
11042	do	Portsmouth and Lawrenceville. Ext. Danville.	do	Atlantic and Danville Rwy	110.69	May 11, 1900
11046	do	Coalboro (n. o.) and Farmville.	New	Farmville and Powhatan R. R.	64.68	May 12, 1890
11047	do	Portsmouth, Va., and Tarboro, N. C.	do	Norfolk and Carolina R. R.	104.03	May 21, 1890
11033	do	New River Depot and Pocahontas. Ext. Rodford	Ext.	Norfolk and Western R. R.	53	June 2, 1890
12027	West Virginia.	Thomas and Parsons. Ext. Elkins.	New	do	13.07	July 1, 1889
12027	do	Martinsburgh, W. Va., and Winchester, Va.	Ext.	West Virginia Central and Pittsburgh Rwy.	22.78	Aug. 5, 1889
12018	do	Increase in terminal distance	New	Cumberland Valley R. R.	21.98	Nov. 18, 1889
12012	do	Greensborough and Winston. Ext. Rural Hall.	do	Grafton and Greenbrier R. R.	99	May 20, 1890
13012	North Carolina.	High Point and Ashborough.	Ext.	Richmond and Danville R. R.	12.71	Aug. 12, 1889
13021	do	Henderson and Durham	New	do	28.21	Sept. 9, 1889
13041	do	Halifax and Scotland Neck. Ext. Greenville.	do	Durham and Northern Rwy	42.05	Oct. 1, 1889
13019	do	Tarborough and Williamson. Ext. Plymouth.	Ext.	Wilmington and Weldon R. R.	38.59	Oct. 7, 1889
13020	do	Alma and Plainview. Ext. Maxton	do	Albemarle and Raleigh R. R.	22.41	Dec. 9, 1889
13017	do	Alma and Plainview. Ext. Rowland	do	Maxton, Alma and Rowland R. R.	1.92	Jan. 21, 1890
13017	do	Wilmington and Fayetteville	do	do	2.12	Do.
13042	South Carolina.	Wilson and Summerton	New	Cape Fear and Yadkin Valley Rwy	82.64	Mar. 2, 1890
14032	do	Floyds (n. o.) and Hartsville.	do	Wilson and Summerton R. R.	16.06	Aug. 12, 1889
14034	do	Sumter and Vance.	do	Hartsville R. R.	10.90	Jan. 20, 1890
15055	Georgia.	Rogers and Summit. Ext. Stillmore, Ga.	Ext.	Charleston, Sumter and Northern R. R.	36.00	Mar. 3, 1890
15040	do	Albany and Blakely. Ext. Columbia, Ala.	do	Rogers and Summit R. R.	11.24	July 1, 1889
15053	do	Union Point and White Plains	New	Southwestern R. R.	12.25	Nov. 1, 1889
15047	do	Americus and Buena Vista. Ext. Columbus.	do	Union Point and White Plains R. R.	13.79	Nov. 1, 1889
15039	do	Crawford and Lexington	Ext.	Savannah and Western R. R.	25.04	Dec. 2, 1889
15060	do	Wadley and Blackville	New	Lexington Terminal R. R.	4.65	Dec. 9, 1889
15061	do	Statesborough and Dover	do	Donovan, Perkins & Co. R. R.	30.53	Feb. 3, 1890
15068	do	Racon and Valdosta. Ext. Lake City, Fla.	Ext.	Dover and Statesboro R. R.	10.23	Jan. 27, 1890
15062	do	Dunlap (n. o.) Smithsonia.	do	Georgia Southern and Florida R. R.	77.90	Feb. 3, 1890
15063	do	Columbus and Albany	New	Smithsonia and Dunlap R. R.	6.04	Mar. 5, 1890
15068	do	Macon, Ga., and Lake City, Fla. Ext. Palatka, Fla.	do	Columbus and Southern Rwy	80.61	May 1, 1890
15037	Florida	Kissimmee and Norcross	Ext.	Georgia Southern and Florida R. R.	75.44	June 2, 1890
16037	do	Mooros (n. o.) and St. Petersburg. Ext. Sanford	Ext.	St. Cloud, Sugar Belt Rwy	16.50	Aug. 9, 1889
16029	do	do	do	Orange Belt Rwy	8.97	Jan. 22, 1890

16033	do	Tampa and Port Tampa (n. o.)	New	South Florida R. R.	9.33	Mar. 24, 1890
16039	do	Green Cove Springs and Melrose	do	Western Rwy. of Florida	85.92	Apr. 7, 1890
17037	Alabama	Birmingham and Erieston	do	Birmingham Mineral R. R.	61.68	July 22, 1889
18022	Mississippi	Collegedale and Birmingham	Ext.	Richmond and Danville R. R.	168.06	Oct. 7, 1889
18023	do	Wilton and Rosedale	do	Louisville, New Orleans and Texas Rwy.	11.87	Oct. 30, 1889
18025	do	Lamont and Rosedale	do	do	56.07	Do.
18026	do	Add terminal distance at Rollingfork to length of route	do	do	31	Jan. 8, 1890
18029	Tennessee	Leland and Carthage	New	Nashville and Knoxville R. R.	37.70	Dec. 2, 1889
18030	do	Knoxville and Cumberland Gap	do	Knoxville, Cumberland Gap and Louisville R. R.	68.89	Dec. 16, 1889
20013	Kentucky	Willard and Greenup	Ext.	Eastern Kentucky Rwy.	8.29	July 1, 1889
20034	do	Henderson and Princeton	do	Ohio Valley Rwy.	10.79	July 15, 1889
20041	do	Frankfort and Georgetown	New	Kentucky Central Rwy.	24.67	Aug. 6, 1889
20015	do	Add to length of route (site of P. O. changed at Mayville)	do	Kentucky Central Rwy.	18	July 1, 1889
20037	do	Corbis and Pineville	Ext.	Louisville and Nashville R. R.	12.61	Dec. 23, 1889
20038	do	Dodge and Clay City	do	Kentucky Union Rwy.	8.87	Do.
20043	do	Owensborough and Fordville	New	Owensboro Falls of Rough and Green Rivers R. R.	28.78	Jan. 1, 1890
20039	do	Louisville and Lawrenceburgh	Ext.	Louisville, New Albany and Chicago Rwy.	24.69	Feb. 10, 1890
20043	do	Restating service formerly part of route 20039	Restating	do	Do.	Do.
20022	do	Increase distance on account of change of Keithwell P. O.	Ext.	Kentucky and South Atlantic R. R.	.74	Apr. 16, 1890
20041	do	Frankfort and Georgetown	do	Kentucky Midland Rwy.	16.78	May 1, 1890
21032	Ohio	Batavia Junction (n. o.) and Portsmouth	do	Ohio and North western R. R.	9.30	Oct. 1, 1889
21076	do	Akron, Ohio, and Mahoningtown, Pa.	do	Pittsburgh and Western R. R.	.96	Jan. 21, 1890
21035	do	Sharpsburg Junction (n. o.) and Amesville	Restating	Toledo and Ohio Central Extension R. R.	.64	Feb. 10, 1890
21015	do	Add to length of route on account of new distance circular	do	Chicago, St. Louis and Pittsburgh R. R.	.02	Jan. 1, 1890
21106	do	Snow Fork Junction (n. o.) and Brushhears	New	Columbus, Hocking Valley and Toledo Rwy.	6.40	Apr. 21, 1890
21091	do	Toledo and Findlay	Ext.	Toledo, Columbus and Cincinnati Rwy.	28.47	May 19, 1890
22060	Indiana	Evansville and Newburgh	New	Evansville, Suburban and Newburgh Rwy.	10.11	July 1, 1889
22067	do	Change terminus to Louisville, Ky.	do	Pennsylvania Co.	1.00	Feb. 13, 1889
23106	Illinois	Sparr and Conifersville	do	Centralia and Chester R. R.	8.20	Oct. 1, 1889
23107	do	Newbern and Alton	do	St. Louis, Alton and Springfield R. R.	13.55	Jan. 1, 1890
23108	do	Joliet and Aurora	do	Elgin, Joliet and Eastern Rwy.	22.83	Apr. 7, 1890
23039	do	Carbondale and Grand Tower	Ext.	Grand Tower and Carbondale R. R.	28.93	Apr. 7, 1890
24077	Michigan	Kalamazoo and Hastings	do	Kalamazoo and Hastings Construction Co. Limited. Operating the Chicago, Kalamazoo and Saginaw Rwy.	13.52	Oct. 16, 1889
24085	do	Ruchanan and Berrien Springs	New	St. Joseph Valley Rwy.	11.88	Oct. 1, 1889
24065	do	Mount Pleasant and Cadillac	Ext.	Toledo, Ann Arbor and North Michigan R. R.	39.73	Dec. 2, 1889
24084	do	Manistee and Onekama	Ext.	Manistee and Northeastern R. R.	21.89	Do.
24070	do	Lowell and Freepoint	New	Frankfort and Northeastern R. R.	12.85	Dec. 16, 1889
24086	do	Frankfort and Copemish (n. o.)	do	Frankfort and Pere Marquette R. R.	25.00	Jan. 1, 1890
24087	do	Yale and Port Huron	do	Manistee and Northeastern R. R.	24.63	Mar. 10, 1890
24084	do	Manistee and Copemish (n. o.)	Ext.	Ontonagon and Brule River R. R.	3.71	Mar. 24, 1890
24088	do	Sidnaw and Ontonagon	New	Au Sable and North western R. R.	46.26	May 5, 1890
24039	do	An Sable and Potts	do	Chicago and West Michigan Rwy.	98.77	May 19, 1890
25099	Wisconsin	Parish Junction (n. o.) and Ottawa Beach	do	Milwaukee, Lake Shore and Western Rwy.	7.30	June 21, 1890
25070	do	Hurley and Pence	do	do	4.69	Sept. 26, 1889
					5.90	Do.

L.—Statement showing miles of railroad mail service ordered from July 1, 1889, to June 30, 1890—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
25005	Wisconsin.	Dexterville and Lindsey. Ex. Lyna.	Ext.	Wisconsin, Pittsville and Superior Rwy, lessee of the Milwaukee, Dexterville and Northern Rwy.	10.08	Dec. 2, 1889
25071	do	Packwaukee and Montello.	New	Wisconsin Central R. R.	7.01	Jan. 1, 1890
25072	do	Abbotsford and Athens.	do	Abbotsford and Northeastern R. R.	15.08	Feb. 1, 1890
25073	do	Fairchild and Mondovi.	do	Sault Ste. Marie and Southwestern Rwy	86.90	Feb. 17, 1890
25016	do	Milwaukee and Republic. Ext. Champion	Ext.	Milwaukee and Northern R. R.	8.89	Feb. 24, 1890
25017	do	Mathers and Goodyear.	New	Chicago, Milwaukee and St. Paul Rwy	16.53	May 5, 1890
25075	do	Lapham Junction (n. o.) and McKenna	do	do	2.04	Do
25064	Minnesota.	Red Wing and Zumbrota.	do	Duluth, Red Wing and Southern R. R.	25.93	July 15, 1889
25011	do	Duluth and Brainerd. Ext. Staples	Ext.	Northern Pacific R. R.	29.00	Nov. 24, 1889
25065	do	Little Falls and Brainerd.	New	do	80.75	Do
25063	do	St. Paul and Lyle. Ext. Minneapolis	Ext.	Minneapolis and Northwestern R. R.	10.39	Dec. 2, 1889
25066	do	Fertile and Crookston.	New	Northern Pacific R. R.	23.07	Feb. 3, 1890
25067	do	St. Paul and Minneapolis.	do	Chicago, Burlington and Northern R. R.	10.39	Feb. 24, 1890
25068	do	Clequet and La Prairie.	do	Chicago, St. Paul and Kansas City Rwy	70.00	Mar. 10, 1890
25069	do	Minneapolis and Lyle. Ext. Mason City, Iowa	do	Great Northern Rwy.	29.75	Mar. 2, 1890
25070	do	Minneapolis and St. Cloud	Ext.	Chicago, Rock Island and Pacific Rwy	67.17	May 26, 1890
25071	Iowa.	Tara and Fort Dodge	New	do	9.43	Aug. 2, 1889
25108	do	Maivern and Tabor.	do	Chicago and Northern Rwy.	14.27	Feb. 17, 1890
25069	do	Joplin and Neosho. Ext. Splitlog	Ext.	Kansas City, Fort Smith and Southern Rwy.	9.43	Feb. 17, 1890
25070	Missouri.	Lower Grove Station (n. o.) and Oak Hill Junction (n. o.)	New	St. Louis, Oak Hill and Corondale Rwy	14.27	Sept. 26, 1889
25071	do	Riverside Station (n. o.) and Boone Terre.	do	Mississippi River and Boone Terre Rwy.	31.69	Oct. 1, 1889
25072	do	Delta (n. o.) and Malden.	do	St. Louis, Arkansas and Texas Rwy. Co. in Arkansas and Missouri.	51.57	Mar. 10, 1890
25073	do	Harlem and Smithville.	do	Chicago, Kansas City and Texas Rwy	31.12	Apr. 14, 1890
25011	Arkansas.	Scary and Keosau.	Ext.	Searcy and West Point R. R.	3.47	Oct. 28, 1889
25077	Louisiana.	Payon Sara and Woodville. Ext. Slaughter	do	Louisville, New Orleans and Texas Rwy	16.09	Dec. 6, 1889
25078	Texas.	Victoria and Goliad.	New	Gulf, Western Texas and Pacific Rwy	28.40	Dec. 6, 1889
25079	do	Victoria and Goliad.	Ext.	do	28.40	Sept. 8, 1889
25072	do	Burnet and Marble Falls.	Ext.	do	22.83	Oct. 28, 1889
25080	do	Dallas and Lancaster. Ext. Waxahachie.	New	Austin and Northwestern R. R.	16.83	Dec. 8, 1889
25081	do	Fort Worth and Granbury. Ext. Dublin.	Ext.	Missouri, Kansas and Texas Rwy	16.83	Feb. 8, 1890
25082	do	Tokum and West Point. Ext. Lexington	do	Fort Worth and Rio Grande Rwy	32.47	Apr. 8, 1890
25073	do	Whitesboro and Fort Worth.	Lap serv.	San Antonio and Arkansas Pass Rwy	33.11	May 1, 1890
25074	do	Austin Junction (n. o.) and Lockhart.	do	Texas and Pacific Rwy	72.55	May 12, 1890
25083	do	Vine and Red Fort. Ext. Sapulpa	New	San Antonio and Arkansas Pass Rwy	53.24	May 24, 1890
25005	Indian Territory.	V. Bureau, Ark., and Wagoner, Ind. Ter. Ext. Coffeyville, Kansas.	Ext.	St. Louis and San Francisco Rwy	10.60	Oct. 14, 1889
25079	Kansas.	Kansas City, Mo., and Seneca, Kans. Ext. Summerfield, Kans.	do	Kansas and Arkansas Valley Rwy	82.21	May 19, 1890
25039	do	Pittsburgh and Chanute. Ext. Chicopee, Kans.	do	Kansas City, Wyandotte and Northwestern R. R.	21.98	July 1, 1889
25039	do	do	do	Southern Kansas Rwy	2.36	Aug. 1, 1889

33073	do	Colony and Neecho Falls. Ext Yates Center	do	Chicago, Kansas and Western R. R.	13.40	Oct. 10, 1899
33100	do	Kansas City, Mo., and North Topeka Station (n. o.) Kans.	New	Chicago, Rock Island and Pacific Rwy.	67.20	Oct. 1, 1899
33018	do	Kansas City, Mo., and Pabia Station (n. o.) Kans.	do	Missouri, Kansas and Texas Rwy.	43.10	Dec. 16, 1899
33033	do	Herrington and Caldwell. Ext Kingdisher Ind. Ter.	Ext	Chicago, Rock Island and Pacific Rwy.	83.91	Do. 8, 1899
33079	do	Kansas City, Mo., and Summerfield, Kans. Ext. Beatrice, Neb.	do	Kansas City, Wyandotte and Northwestern R. R.	35.41	Feb. 8, 1899
331004	do	Hutchinson and Kingman	New	Hutchinson and Southern R. R.	32.70	Feb. 24, 1899
33083	do	Herrington, Kans., and Kingdisher, Ind. Ter.	Ext	Chicago, Rock Island and Pacific Rwy.	24.61	Mar. 17, 1899
33099	do	Manager Junction (n. o.) and Leavenworth Station (n. o.)	Corrected dist.	Kansas City, Wyandotte and Northwestern R. R.	2.51	Mar. 5, 1899
34096	do	Grand Island and Alliance. Ext Crawford, Neb.	Ext	Grand Island and Wyoming Central R. R.	56.96	Nov. 25, 1899
34038	do	Grand Island and Crawford. Ext New Castle, Wyo.	do	do	97.71	Feb. 10, 1899
34009	do	Hastings, Neb., and Denver, Colo., additional terminal distance	New	Republican Valley R. R.	16	Nov. 28, 1899
35041	do	Deadwood and Lead City	do	Deadwood Central R. R.	3.35	Nov. 28, 1899
35016	do	Jamesstown and Minneapolis. Ext Leeds, N. Dak.	Ext	Jamesstown and Northern R. R.	18.19	Mar. 16, 1899
35041	do	Lake Junction (n. o.) and Lake City	New	New Denver and Rio Grande R. R.	34.18	Oct. 10, 1899
35023	do	Denver and Lyon	do	Denver, South Park and Pacific R. R.	4.05	Sept. 1, 1899
35014	do	Schwander's Station (n. o.) and St. Elmo. Ext Boniley	Ext	do	1.94	Nov. 1, 1899
35001	do	Denver and El Moro	Increase terminal	Denver and Rio Grande R. R.	.14	Nov. 28, 1899
41013	do	Monmouth Junction (n. o.) and Eureka.	New	Oregon Short Line and Utah Northern Rwy.	3.34	Feb. 3, 1899
41002	do	State Line (n. o.) and Ogden. Ext. Grand Junction, Colo.	Ext	Rio Grande Western Rwy.	36.12	Jan. 1, 1899
42005	do	Wallace and Mullan	New	Northern Pacific R. R.	7.17	Jan. 1, 1899
43016	do	Colfax and Farmington. Ext Rockford, Wash.	Ext	Columbia and Palouse R. R.	33.75	July 23, 1899
43021	do	Cheney and Davenport	New	Central Washington R. R.	42.08	Sept. 2, 1899
43022	do	Rockford and Spokane Falls	do	Washington and Idaho R. R.	28.58	Feb. 1, 1899
43018	do	Seattle and Olney. Ext Snoqualmie, Wash.	Ext	Seattle, Lake Shore and Eastern Rwy.	13.12	Apr. 28, 1899
43023	do	Cheney and Davenport. Ext Almira, Wash.	do	Central Washington R. R.	45.35	May 1, 1899
43024	do	Spokane Falls and Sedro	New	Spokane Falls and Northern Rwy.	88.96	Apr. 25, 1899
43025	do	Fairhaven and Sedor	do	Fairhaven and Southern R. R.	26.92	Do.
44011	do	Hunt's Junction (n. o.) and Dayton	do	Oregon and Washington Territory R. R.	87.30	May 19, 1899
44012	do	Willow's Junction (n. o.) and Heppner	do	Oregon Railway and Navigation.	46.20	Oct. 10, 1899
44012	do	Portland Station (n. o.), Oregon, and Vancouver's Station (n. o.), Wash.	do	Portland and Vancouver Rwy.	8.69	Sept. 2, 1899
46001	do	National City and Tia Juana. Ext San Diego, Cal.	Ext	National City and Otay Rwy.	6.13	July 22, 1899
46030	do	Monterey and Castroville. Ext Pacific Grove, Cal.	do	Monterey R. R.	2.98	Sept. 16, 1899
46025	do	San Anselmo (n. o.) and San Quentin. Ext San Francisco	do	North Pacific Coast R. R.	16.00	Oct. 1, 1899
46053	do	Los Angeles Station (n. o.) and Centinela. Ext Redondo Beach.	do	California Central Rwy.	11.00	Nov. 25, 1899
46065	do	Tracy and Newman. Ext Los Banos (n. o.)	do	Southern Pacific R. R.	21.00	Jan. 10, 1899
46070	do	Alton and Scotia	New	Railroad of Pacific Lumber Co.	7.20	Jan. 1, 1899

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1890.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		*1,878,296			
June 30, 1837	974	*1,793,024	*\$307,444		
June 30, 1838		*2,356,852	*404,123		
June 30, 1839		*3,396,055	*520,602		
June 30, 1840		*3,899,053	*595,353		
June 30, 1841		*3,946,450	*685,843		
June 30, 1842	3,001	*4,424,262	432,568	2,117	
June 30, 1843		*5,692,402	*733,687		
Nov. 4, 1843	3,714	(*)	831,752	623	
June 30, 1844		*5,747,355	*802,006		
June 30, 1845		*6,484,592	*843,430		
Oct. 31, 1845	4,002	(*)	587,769		
June 30, 1846		*7,781,828	*870,570		
Nov. 1, 1846	4,402		587,709	310	
June 30, 1847		4,170,403	597,475		
Nov. 1, 1847	4,735		597,923	333	
June 30, 1848		4,327,400	584,102		
Oct. 1, 1848	4,957		587,204	222	
June 30, 1849	5,497	4,861,177	635,740		540
June 30, 1850	6,886	6,524,593	818,227		1,369
June 30, 1851	8,265	8,364,503	998,019		1,369
June 30, 1852	10,146	11,082,768	1,275,520		1,891
June 30, 1853	12,415	12,966,706	1,601,329		2,269
June 30, 1854	14,440	15,433,389	1,758,610		2,025
June 30, 1855	18,333	19,202,469	2,073,089		3,593
June 30, 1856	20,323	21,809,296	2,310,389		1,960
June 30, 1857	22,530	24,267,944	2,559,847		2,207
June 30, 1858	24,431	25,763,452	2,828,301		1,901
June 30, 1859	26,010	27,268,384	3,243,974		1,579
June 30, 1860	27,129	27,653,749	3,340,662		1,119
May 31, 1861	16,886	15,701,093	1978,910		6,186
June 30, 1861	22,018	23,116,823	2,543,709	1,775	
June 30, 1862	21,338	22,777,219	2,498,115		680
June 30, 1863	22,152	22,871,558	2,538,517		814
June 30, 1864	22,616	23,301,942	2,567,044		464
June 30, 1865	23,401	24,087,568	2,707,421		785
June 30, 1866	32,092	30,609,467	3,391,592	18,691	
June 30, 1867	34,015	32,437,900	3,812,900	1,923	
June 30, 1868	36,018	34,886,178	4,177,126	2,003	
June 30, 1869	39,537	41,399,284	4,723,680	3,519	
June 30, 1870	43,727	47,551,970	5,128,901	4,190	
June 30, 1871	49,834	55,557,048	5,724,979	6,107	
June 30, 1872	57,911	62,491,749	6,502,771	8,077	
June 30, 1873	63,457	65,621,445	7,257,196	5,546	
June 30, 1874	67,734	72,480,545	9,113,190	4,277	
June 30, 1875	70,083	75,154,910	9,216,518	2,349	
June 30, 1876	72,348	77,741,172	9,543,134	2,265	
June 30, 1877	74,546	85,358,710	\$9,053,936	2,198	
June 30, 1878	77,120	92,120,395	9,566,595	2,574	
June 30, 1879	79,991	93,092,992	10,067,590	2,871	
June 30, 1880	85,320	96,497,463	10,498,986	5,329	
June 30, 1881	91,569	103,521,229	11,613,368	6,249	
June 30, 1882	100,563	113,995,318	12,753,184	8,994	
June 30, 1883	110,208	129,198,641	13,887,800	9,645	
June 30, 1884	117,160	142,541,392	15,012,603	6,952	
June 30, 1885	121,032	151,910,845	16,627,983	3,872	
June 30, 1886	123,933	165,699,389	17,336,512	2,901	
June 30, 1887	130,949	169,689,866	18,056,272	7,016	
June 30, 1888	143,713	185,485,783	19,524,959	12,764	
June 30, 1889	150,381	204,192,480	21,639,613	6,668	
June 30, 1890	154,779	215,715,680	23,395,232	4,398	

* Railroad and steam-boat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1876.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

N.—Statement of all contracts made or in operation for mail-bags, mail locks and keys, etc., during the fiscal year ending June 30, 1890.

Articles contracted for.	Name of contractor.	Residence.	Term of contract.	Contract price.					
				Size No. 0.	Size No. 1.	Size No. 2.	Size No. 3.	Size No. 4.	Size No. 5.
Cotton canvas sacks*.....	John Boyle & Co.....	New York, N. Y.	Four years from April 1, 1889.....	\$0.924	\$0.874	\$0.704	\$0.254		
Registered foreign sacks*.....	F. Coit Johnson.....	do	do	.754	.444	.214	.14		
Juste canvas mail-sacks*.....	John C. Lighthouse.....	Rochester, N. Y.	do		.494	.434	.264		
Leather horse-mail bags*.....	Charles F. Lighthouse.....	do	do		4.88	4.83	8.51		
Leather mail pouches*.....	John Boyle & Co.....	New York, N. Y.	do			4.95	8.79	\$2.00	\$1.71
Through registered mail-sacks*.....	do	do	do		8.434	6.874	.794		
Inner registered pouches*.....	do	do	do			.974		.574	
Mail-catcher pouches*.....	The Smith & Egge Manufacturing Co.	Bridgeport, Conn.	Four years from Sept. 1, 1888.....						\$3.274
General mail-locks (iron)†.....	do	do	do						.45
Keys to same†.....	do	do	do						.09
Through mail-locks (star-route)†.....	do	do	do						.75
Keys to same†.....	do	do	do						.12
City service mail-locks†.....	do	do	do						.84
Keys to same†.....	do	do	do						.09
Street-box locks (inside)†.....	do	do	do						.80
Keys to same†.....	do	do	do						.15
Iron mail-locks (repaired)†.....	do	do	do						.33
Use of patent cord-fasteners.....	Annie Van Horn and A. L. Pitney.	Washington, D. C.	From May 26, 1888.....						.04
Use of patent for catcher-pouches.	John Boyle & Co.....	New York, N. Y.	Terminated July, 1890.....						.10
Use of patent for through pouches.	do	do	Terminating at the option of the Postmaster-General.						.10
Use of patent for cotton canvas sacks.	do	do	do						.01

It was not the desire of the Department to renew the contract for furnishing the street-letter-box pad lock, therefore an agreement, in writing duly signed, was made on May 20, 1889, and is now in the care of the Mail Equipment Division, providing for the supply of the service with street letter-box locks (outside) and repairs of same, as follows:

Street box lock (outside)†.....	Smith & Egge Manufacturing Co.	Bridgeport, Conn.							.50
Repairing of same.....	do	do							.90

PLACES OF DELIVERY.

* Cincinnati, Ohio; Washington, D. C.; Boston, Mass.; New York, N. Y.; Philadelphia, Pa.; Chicago, Ill., and St. Louis, Mo.
† Washington, D. C.

O.—Statement of the number, description, prices, and cost of mail-bags, mail-catchers, material, etc., purchased out of the appropriation for mail-bags, etc., and put into service during the fiscal year ending June 30, 1890.

Article purchased.	Number.	Size.	Price.	Itemized cost.	Aggregate cost.
Leather mail-pouches	4,500	No. 2	\$4.95	\$22,275.00	\$27,900.00
Do	1,500	No. 3	3.79	5,685.00	
	6,000				
Jute canvas mail-sacks	3,717	No. 1	.20	743.40	63,225.45
Do	100,000	No. 1	.49 ¹⁰⁰ / ₁₀₀	49,940.00	
Do	314	No. 2	.20	62.80	
Do	22,500	No. 2	.43 ¹⁰⁰ / ₁₀₀	9,785.25	
Do	10,000	No. 3	.26 ¹⁰⁰ / ₁₀₀	2,694.00	
	136,531				
Cotton canvas sacks	2,000	No. 0	.92 ¹ / ₂	1,862.50	5,242.50
Do	3,000	No. 1	.87 ¹ / ₂	2,628.75	
Do	3,000	No. 3	.25 ¹ / ₂	761.25	
	8,000				
Steel label-cases	27,500		.02	550.00	1,243.00
Iron label-cases	10,000		.04 ³ / ₄	435.00	
Brass label-cases	2,000		.12 ¹ / ₂	258.00	
	39,500				
Mail-catchers complete (new)	750		3.00	2,250.00	2,365.00
Mail-catchers complete (repaired)	115		1.00	115.00	
	865				
Brackets for catchers	100		.18	18.00	118.00
Do	500		.20	100.00	
	600				
Springs for catchers	500		.70	350.00	19,072.50
Mail-catcher pouches	6,000		3.27 ¹ / ₂	19,672.50	
Inner registered sacks	500	No. 2	.97 ¹ / ₂	485.62 ¹ / ₂	8,078.40
Registered foreign sacks	2,000	No. 1	.44 ¹ / ₂	892.50	
Mail-bag cord-fasteners	102,000		.07 ¹⁰⁰ / ₁₀₀	8,078.40	4,080.00
Royalty on catcher pouches	6,000		.10	600.00	
Royalty on cord-fasteners	102,000		.04	4,080.00	680.00
Royalty on cotton canvas sacks	3,000		.01	30.00	
Press, splitter, and tumbling barrel				622.50	237.00
Solid die single stroke header				712.50	
Staple machine				680.00	316.80
Two-wing fans				237.00	
Pickled and cold-roll steel No. 49	*5,742		.05 ¹ / ₂	316.80	258.25
Pickled and cold-roll steel No. 42	*1,992		.04 ¹ / ₂	89.64	
Drawing brass	*1,781			258.25	282.75
Soft steel wire	*8,700			282.75	
Hammer				400.00	137,942.41 ¹ / ₂
Total cost					
Cost of repairing bags					84,915.06
Grand total					222,857.47 ¹ / ₂
Unexpended balance of appropriation					2,142.52 ¹ / ₂
Appropriation					225,000.00

* Pounds.

P.—Statement of expenses for mail locks and keys and key chains purchased and repaired; cost of material (much of which is still on hand) bought for repairing locks, and the amount of salary paid to employes in mail-lock repair shop for the fiscal year ending June 30, 1890.

Item of expense.	Quantity.	Price.	Itemized cost.	Aggregate cost.
Mail key chains No. 1.....	4,000 brass.....	\$0.12	\$480.00	
Mail key chains No. 2.....	4,000 bronze.....	.11 ¹⁴ / ₁₀₀	442.00	
Do.....	4,000 brass.....	.20	800.00	
				\$1,722.00
Iron mail locks.....	5,000.....	.45		2,250.00
Street-box locks repaired.....	600.....	.30		180.00
Through register locks repaired.....	871.....	.25		217.75
Cost of material.....				4,254.52
Salary of employes in lock shop.....				6,144.36
Total.....				14,768.63
Unexpended balance of appropriation.....				231.37
Appropriation.....				15,000.00

Q.—Itemized statement of the disposition of the \$10,000 appropriation for renting and equipping a mail-bag and mail-lock repair-shop building during the year ending June 30, 1890.

From whom purchased.	Residence.	Articles bought.	Itemized cost.	Aggregate cost.
Pratt & Whitney.....	Hartford, Conn...	1 10-inch shaper.....	\$457.50	
		1 No. 3 vertical drill.....	151.80	
		1 model cutter grinder.....	175.00	
		1 common drop forge dog (7 sizes).....	5.52	
		1 set of forge clamp dogs.....	4.40	
				\$794.52
Morton, Reed & Co.....	Baltimore, Md.....	1 No. 0 Buffalo forge.....	29.00	
		1 12 by 36 speed lathe.....	75.00	
		1 New Castle grindstone.....	26.00	
		1 100-pound steel anvil.....	8.50	
		1 No. 1½ G. R. stock and die set.....	13.00	
		1 No. 0 stock and die set.....	7.23	
		Freight.....	7.00	
				159.33
P. Blaisdell & Co.....	Worcester, Mass.....	1 taper lathe.....		292.00
The Corbin Cabinet Lock Co.	New Britain, Conn.	1 upright lathe.....	75.00	
		1 polishing frame.....	10.00	
		2 arbors for same.....	6.00	
		3 16-inch emery wheels, 2½ inch.....	11.25	
		3 emery wheels, 3 inch.....	13.20	
		1 16-inch emery wheel, 4-inch.....	5.00	
				121.05
Do.....	do.....	1 foot drop, chuck, punches, etc.....		115.55
Morton, Reed & Co.....	Baltimore, Md.....	1 9-inch scroll chuck.....	33.10	
		1 No. 4 scroll chuck.....	15.00	
		1 4-inch scroll chuck.....	32.00	
				69.70
John Adt & Son.....	New Haven, Conn.	1 16-inch riveting machine and counter-shaft.....	140.00	
Pratt & Whitney.....	Hartford, Conn.....	1 4-inch center shaper and appliances.....	81.78	
Do.....	do.....	1 lathe.....	414.00	
E. E. Garvin & Co.....	New York, N. Y.....	1 No. 2 screw machine and apparatus.....	532.55	
E. J. Brooks.....	do.....	Belting.....	217.00	
New York Oil Cabinet Co.	do.....	1 oil cabinet.....	48.00	
T. K. Cary & Bros.....	Baltimore, Md.....	1 milling machine.....	552.30	
P. Blaisdell & Co.....	Worcester, Mass.....	1 soft feed drill.....	210.02	
John M. Young.....	Washington, D. C.....	For rent of building used for shops.....	3,000.00	
A. H. Merriman.....	Meriden, Conn.....	1 No. 16 press and counter-shaft, complete.....	175.00	
Edw'd H. Mix, supt.....	Washington, D. C.....	Trip to inspect machinery.....	32.22	
Amount expended through post-office at Washington, D. C., for material, etc., for shop.....				2,932.67
Total expended.....				9,839.05
Unexpended balance of appropriation.....				110.95
Appropriation.....				10,000.00

R.—*Number of bags repaired and number of bags strung at each of the mail-bag repair shops, the number of employes in each shop, and the cost of labor in each shop during the fiscal year ending June 30, 1890.*

	Washington, D. C., shop.	Chicago, Ill., shop.
Jute sacks repaired	763, 283	146, 750
Leather pouches repaired	74, 648	15, 964
Catcher pouches repaired	17, 150	
Horse bags repaired	1, 864	
Registered pouches repaired	2, 366	
Inner registered sacks repaired	523	
Foreign sacks repaired	2, 028	
Total	802, 870	162, 714
Bags strung	239, 153	18, 441
Total	1, 032, 023	181, 155
Labor at Washington shop		\$86, 448. 21
Labor at Chicago shop		\$8, 815. 38
Average number enrolled for month at Washington		124
Average number enrolled for month at Chicago		13

REPORT
OF THE
GENERAL SUPERINTENDENT
OF
RAILWAY MAIL SERVICE
FOR THE
FISCAL YEAR ENDED JUNE 30, 1890.

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REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE OF THE GENERAL SUPERINTENDENT
OF RAILWAY MAIL SERVICE,
Washington, D. C., November 3, 1890.

SIR: I have the honor to submit herewith statistical tables and statements exhibiting in detail the operations of this service for the fiscal year ended June 30, 1890, which may be summarized as follows:

EXTENT OF SERVICE.

The records of this office show that up to the 30th of June, 1890, mail service was in operation on 154,779.35 miles of railroad in the United States. Postal clerks were employed in the distribution of the mails on 137,564.12 miles; service on the remainder, namely, 17,215.23 miles, having been performed by means of closed pouches carried on trains on which no distribution is made.

EQUIPMENT OF RAILWAY POST-OFFICE LINES.

At the close of the fiscal year the rolling stock of railway post-office lines consisted of 439 whole cars in use and 103 in reserve; 1,760 apartment cars in use and 475 in reserve, making an aggregate of 2,777 cars; the increase over the number covered by the last annual report being 43 whole cars in use, 9 whole cars in reserve, and 80 apartment cars in use and a decrease of 10 in reserve, making the net increase 122.

EXTENT OF THE RAILWAY MAIL SERVICE AND FORCE EMPLOYED.

On the 30th of June, 1890, there were 39 inland steam-boat lines in operation, aggregating 5,296 miles of route, on which postal clerks were employed. There were employed in handling and distributing the mails in transit on railroad routes 5,314 and on steam-boat routes 51 railway postal clerks, making a total of 5,365 men at work on lines. While engaged in the separation and distribution of the mails these postal clerks on railroad routes traveled during the year (in crews) 132,654,779 miles, and those employed on steam-boat lines 1,825,605 miles; and while en route they distributed 7,847,723,600 pieces of ordinary mail, and receipted for, recorded, protected and distributed 16,576,293 registered packages and cases, and 1,138,208 through registered pouches and inner registered sacks.

To the 150,038.53 miles of railroad service in operation July 1, 1889, 4,397.82 miles of new service have been added during the fiscal year under review, being an increase of 2.84 per cent. The lines on which service was performed by clerks show an increase of 4,453 miles, or 3.35 per cent. The mileage of the closed-pouch lines decreased from 17,271.10 on June 30, 1889, to 17,215.23 miles on June 30, 1890, being a reduction of 147.78 miles, or .86 per cent. The annual mileage of this class of service for the fiscal year ended June 30, 1889, was 18,168,821 miles, and for the year ended June 30, 1890, 19,648,763 miles; an increase of 1,479,942 miles, or 8.14 per cent., and the number of pouches exchanged daily increased 3,209, or 22.38 per cent.

The number of clerks at work on railroad lines increased from 4,947 on June 30, 1889, to 5,314 on June 30, 1890, and the distance from register to register from 147,970.94 to 154,098.03 miles, being an increase of 367 in the number of clerks and 6,127.09 miles in distance. The number of clerks employed on steam-boat lines remained the same as for the previous year; the length of routes decreased 147.74 miles in distance; but the annual miles of service increased 24,098 miles.

On the 30th of June, 1889, there were 5,448 clerks in the service, and on the corresponding date of 1890 there were 5,836 on the roster, being an increase of 388 men, or 7.12 per cent., while the record of distribution shows that the amount of work done increased 11.60 per cent.

The entire force was employed as shown in the subjoined table:

Fiscal year ended—	No. of clerks employed on railroad lines.	No. of clerks employed on steam-boat lines.	No. detailed to transfer duty.	No. detailed to office duty.	Total.
June 30, 1890.....	5,314	51	249	222	5,836
June 30, 1889.....	4,947	51	224	216	5,448
Increase	367	.....	15	6	388

QUANTITY OF MAIL HANDLED.

The total number of pieces of all classes of mail handled during the year was 7,865,438,101, and 2,812,574 errors of all kinds were checked against postal clerks, showing that 99.96 per cent. of all mail handled was correctly distributed. The increase in the number of pieces handled was, as previously stated, 11.60 per cent.

REGISTERED MATTER HANDLED.

During the fiscal year ended June 30, 1889, 15,866,550 registered packages and cases, and 1,134,918 through registered pouches were distributed, while for the succeeding fiscal year 16,576,293 registered packages and cases and 1,138,208 through registered pouches and inner registered sacks were handled, an increase of 709,743 in the number of packages and cases and 3,290 in the number of through registered pouches and inner registered sacks. The percentage of increase being 4.50 and .29, respectively.

In addition to the number of pieces of ordinary and registered mail distributed in transit, there were separated and arranged in railway post-offices for immediate delivery to addressees upon the arrival of trains 225,807,825 pieces of letter mail and 621,750 newspapers. The increase over the number of letters reported for last year being 59,672,515, or 35.9 per cent., and of newspapers 38,250 pieces, or 6.55 per cent.

NIXIES.

All mail matter not addressed to post-offices, or otherwise so incorrectly, illegibly, or insufficiently addressed that it can not be transmitted with any degree of certainty that it will reach the person for whom it was intended is, in the nomenclature of this service, called "nixie." These nixies are withdrawn from the mails and sent to certain designated post-offices in the division in which the matter originated, for proper disposition. During the year 4,628,931 pieces of the nixie matter were handled, of which 2,186,993 pieces, or 47.2 per cent., were either forwarded to destination or returned to sender.

This is a matter in which it is believed that every patron of the postal service is more or less interested, inasmuch as all are liable through inadvertence or some other cause to deposit for mailing a misdirected, unpaid, or unmailable letter; and while it is a well-known fact that the number of letters lost in transit is infinitesimally small, for every failure to deliver a letter within a reasonable time there is at least one doubt expressed as to the efficiency of the service, and oftentimes both sender and addressee are complainants. In such cases the service is only relieved of the responsibility in the matter, from their point of view, when the letter which can not be forwarded is placed in the hands of the sender for correction in address or for postage.

It is believed that the prompt return of "nixies" could be insured if each writer would see to it that his name and address is *written, stamped, or printed* in the upper left-hand corner, or on the end of the envelope, so as not to interfere with the letter's address. While it would, of course, be impossible to communicate this information to each and every correspondent in the land, I am of the opinion that if the substance of the suggestion contained in the above paragraph were printed on a slide label to be attached to all post-office and street mailing boxes, where it would undoubtedly attract notice, much good would be accomplished, and the Department as well as the public would be benefited thereby.

CASE EXAMINATIONS.

In reference to the case examinations of permanent clerks covered by table "H^b," hereto appended, it appears that 8,959 examinations were held in the several divisions of the service during the year, at which 10,936,679 cards were distributed by those under examination. Of this number 10,296,073, or 94.11 per cent., were correctly cased. The increase in the number of examinations over the aggregate of last year was 3,909, and 11.4 per cent. in the average number of cards handled at each examination.

Table I^a, which embodies a statement of the case examinations of probationary clerks, shows that 7.125 examinations of these clerks were held during the fiscal year ended June 30, 1890, being an increase of 5.3 per cent. over the number held during the preceding year. Of the number of cards handled at these examinations, namely, 6,861,471, 84 per cent. were correctly distributed, being a better showing by 3.65 per cent. than that of last year. Combining the figures contained in the two tables referred to above, it is ascertained that the aggregate number of cards handled by both permanent and probationary clerks was 17,798,150, of which 16,059,814, or 90.24 per cent., were correctly distributed.

As the result of a case examination of a postal clerk is a criterion of his efficiency as a distributor, I append hereto a comparative statement

of the examinations held during the past six years, which is presumptive evidence of the fact that the result of the work done during the fiscal year ended June 30, 1890, is far in advance of the result accomplished during the five years preceding the 1st of July, 1889.

Comparative statement (tables H² and I¹) of case examinations of permanent and probationary clerks for the period of six years ending June 30, 1890.

Fiscal year ended June 30—	Cards handled.	Number correctly distributed.	Per cent. correctly distributed.	Examinations.	Average number of cards handled by each clerk at each examination.
1886	8, 141, 385	6, 848, 971	77.96	8, 805	925
1886	10, 604, 808	8, 458, 283	79.76	11, 075	958
1887	10, 148, 508	8, 647, 415	85.26	10, 059	918
1888	12, 010, 254	10, 389, 952	86.51	13, 442	883
1889	9, 951, 083	8, 616, 507	86.60	11, 819	842
1890	17, 998, 150	16, 059, 814	90.24	16, 084	1, 107

The following tabular statements exhibit the results of the case examinations of both permanent and probationary clerks, together with comparisons with similar examinations held during the previous year:

PERMANENT.

Division.	Examinations.	Cards handled.	Cards correct.	Cards in-correct.	Cards not known.	Average per cent. correct.
First	908	619, 835	612, 883	5, 923	29	99.04
Second	898	1, 349, 508	1, 143, 218	95, 082	110, 686	84.70
Third	457	656, 791	535, 556	59, 704	60, 531	81.65
Fourth	727	673, 597	562, 027	10, 275	1, 295	97.98
Fifth	1, 556	1, 940, 387	1, 878, 584	50, 290	12, 173	96.78
Sixth	793	1, 480, 412	1, 393, 449	23, 784	43, 179	95.41
Seventh	1, 108	1, 296, 981	1, 255, 022	39, 904	2, 055	96.76
Eighth	176	168, 677	152, 485	8, 416	2, 776	93.16
Ninth	965	1, 683, 100	1, 582, 086	54, 271	26, 744	95.12
Tenth	812	781, 840	758, 607	17, 564	5, 169	97.09
Eleventh	451	431, 421	421, 167	9, 588	676	97.93
Total	8, 959	10, 936, 679	10, 296, 073	375, 311	265, 313	94.11
Total for 1889	5, 050	5, 535, 781	5, 068, 920	258, 209	208, 602	91.57
Increase	3, 909	5, 400, 898	5, 228, 153	117, 102	56, 711	2.54

PROBATIONERS.

Division.	Probationary appointees.	Examinations.	Cards handled.	Cards correct.	Cards in-correct.	Cards not known.	Average per cent. correct.
First	77	285	195, 082	189, 314	4, 895	873	97.04
Second	433	1, 346	1, 167, 594	760, 747	99, 070	307, 777	65.15
Third	156	697	691, 410	511, 843	72, 653	106, 914	74.02
Fourth	84	494	430, 315	393, 702	29, 663	6, 950	91.49
Fifth	387	1, 219	1, 241, 114	1, 141, 577	59, 888	39, 649	91.98
Sixth	119	436	714, 339	627, 794	44, 612	41, 933	87.88
Seventh	180	872	623, 528	579, 215	36, 555	7, 768	92.89
Eighth	80	321	208, 523	188, 221	12, 113	8, 189	90.26
Ninth	144	672	800, 368	671, 117	55, 960	73, 280	83.85
Tenth	76	448	438, 440	366, 635	24, 705	47, 100	83.62
Eleventh	120	345	350, 780	333, 676	15, 975	1, 269	94.60
Total	1, 806	7, 125	6, 861, 471	5, 763, 741	456, 098	641, 632	84.00
Total for 1889	2, 832	6, 769	4, 415, 302	3, 547, 677	339, 509	528, 116	80.35
Increase	*1, 026	356	2, 446, 169	2, 216, 064	116, 589	113, 516	3.65

* Decrease.

Under the rules and regulations of the service the postal clerk, in making the distribution of mail, must attach to each package of letters he makes up a slip label bearing the address of the package, the office or route upon which it was made up, together with the name of the clerk making the distribution. All errors are noted upon this label by the clerk who receives and opens the package at destination, and it is then forwarded to the division superintendent, who causes the error to be charged against the clerk's record. This system is an excellent one, if faithfully observed, but for several years past, as has been noted in the annual reports of the service, there has been growing evidence of a disposition on the part of certain clerks to combine and check no errors against friends on connecting lines. Extraordinary efforts have been made during the fiscal year to put a stop to this evil, with a view not only of raising the standard of efficiency of those engaged in the distribution of the mails by rendering closer application to the study of schemes necessary, but also with the object of obtaining absolutely accurate figures upon which to base calculations as to the correctness of the distribution throughout the service, and it is evident from the figures contained in the tabular statement hereto appended that the efforts made in this direction have met with satisfactory results, and have served to establish a standard of accuracy in the practical workings of the railway post-office system which will serve as a criterion from which to judge the work to be accomplished in succeeding years.

Comparative statement of mail handled during the four months ended October 31, 1890, compared with the corresponding period of 1889.

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other matter distributed.	Number of packages and cases of registered matter distributed.	Number of through registered pouches handled.	Number of inner registered sacks handled.
First	3, 176, 576	125, 898, 460	508, 114	76, 216, 650	202, 115, 290	417, 266	17, 000	13, 815
Second	4, 899, 258	206, 552, 750	782, 409	117, 331, 051	823, 983, 800	893, 992	40, 860	11, 220
Third	1, 792, 895	71, 715, 800	332, 423	49, 863, 450	116, 579, 250	354, 835	22, 140	10, 877
Fourth	2, 896, 849	115, 873, 960	680, 122	102, 020, 250	217, 884, 210	526, 266	27, 802	12, 037
Fifth	7, 007, 076	280, 198, 040	1, 509, 914	226, 482, 950	506, 769, 900	763, 112	54, 386	9, 029
Sixth	5, 422, 656	216, 906, 240	1, 208, 987	181, 348, 050	395, 254, 290	535, 381	29, 070	10, 846
Seventh	4, 239, 410	169, 576, 400	891, 328	133, 699, 200	303, 275, 600	410, 382	17, 839	21, 213
Eighth	1, 356, 514	54, 260, 920	273, 014	40, 952, 100	95, 213, 020	260, 342	11, 340	7, 881
Ninth	3, 733, 359	149, 334, 360	741, 830	111, 274, 500	260, 608, 860	327, 194	34, 950	6, 755
Tenth	2, 867, 263	114, 690, 520	582, 696	87, 464, 400	202, 094, 920	397, 114	10, 372	8, 121
Eleventh	2, 029, 372	81, 174, 880	408, 468	61, 270, 200	142, 445, 080	366, 625	7, 487	10, 631
Total	39, 381, 228	1, 586, 182, 330	7, 919, 305	1, 187, 866, 801	2, 769, 224, 310	5, 252, 509	273, 226	122, 425
Total for corresponding period of 1889	36, 128, 038	1, 453, 394, 425	6, 849, 771	1, 025, 365, 650	2, 480, 258, 075	4, 932, 956	271, 382	109, 458
Increase	3, 253, 190	132, 787, 905	1, 069, 534	162, 501, 151	288, 966, 235	319, 553	1, 844	12, 967

Comparative statement of errors in distribution, 1889-90, July 1 to October 31.

Division.	Incorrect alips returned.	Errors on incorrect alips.	Miscant.					Misdirected.		
			Letter packages.	Pouches.	Sacks.	Registered packages.	Registered pouches and inner registered sacks.	Letter packages.	Pouches.	Sacks.
First	6,618	11,092	610	261	68	17	16	20	17	18
Second	17,286	31,991	559	333	91	24	11	43	27	32
Third	21,587	44,969	512	53	32	23	2	91	15	27
Fourth	25,841	45,775	434	83	46	18	2	40	8	10
Fifth	62,298	143,931	1,171	151	133	42	3	293	20	144
Sixth	60,001	137,964	1,610	293	177	15	1	195	28	136
Seventh	53,403	99,030	1,815	326	136	86	12	310	42	75
Eighth	5,390	9,305	150	8	7	3	2	37	2	5
Ninth	38,949	98,323	692	436	124	18	5	126	15	54
Tenth	25,624	48,247	434	47	53	2	2	67	6	37
Eleventh	33,840	70,198	591	173	111	74	5	165	32	92
Total	350,837	743,825	7,568	2,223	973	319	60	1,287	212	623
Total for corresponding period of 1889	452,363	1,106,323	8,923	2,512	1,288	411	27	2,008	237	758
Decrease	101,516	362,498	1,355	289	315	92	*28	721	25	130

* Increase.

July 1 to October 31, 1890.

Pieces of mail distributed..... 2,774,872,480
 Errors made..... 757,095
 Pieces correctly handled to each error..... 2,533

July 1 to October 31, 1890.

Pieces of mail distributed..... 2,485,571,871
 Errors made..... 1,122,487
 Pieces correctly handled to each error..... 2,314

PRINTING.

Attached to the several division headquarters of the service are printing offices, which were established some years ago for the purpose of supplying promptly such printed matter as was required for immediate use in the division in which the printing office is located. The work in these offices is done by practical printers who were engaged as railway postal clerks upon condition that they would furnish (at their own expense) certain presses, type, paper-cutters, etc., and do all the necessary printing for their respective divisions. This plan has worked very satisfactorily during the past year, and the printing office has become an indispensable adjunct of the Railway Mail Service. Appended hereto is a statement of the work performed by the printers during the fiscal year ended June 30, 1890:

	Daily bulletin.			General orders.		
	No. of forms.	No. of cms set.	No. of impressions.	No. of forms.	No. of cms set.	No. of impressions.
Office of General Superintendent*.....	392	4,509,000	351,040	151	815,000	40,000
First division.....				381	1,781,438	131,042
Second division.....				247	1,090,600	72,806
Fourth division.....				157	582,274	59,185
Fifth division.....				133	881,000	138,500
Sixth division.....				237	1,656,868	280,895
Seventh division.....				105	940,771	130,050
Eighth division.....				90	404,000	38,720
Ninth division.....				200	960,562	33,641
Eleventh division.....				73	543,000	49,000
Total	392	4,509,000	351,040	1,724	9,643,561	864,588

* Government owns plant.

† New York post-office employees.

	Facing slips.			Circulars.			Other job work.		
	No. of forms.	No. of slips on a form.	No. of slips printed.	No. of forms.	No. of ems set.	No. of impressions.	No. of forms.	No. of ems set.	No. of impressions.
Office of General Superintendent*	78	12	1,924,000	68	147,200	42,812	193	406,700	49,950
First division	113	8	5,812,520				561	3,620,640	234,907
Second division†	74	25	4,060,000						
Fourth division	447	6-12	11,407,000	19	76,004	5,950	97	114,218	50,800
Fifth division	2,295	9-15	24,394,500				184	617,850	329,450
Sixth division	683	16	17,952,000	23	48,224	13,770	219	725,613	266,490
Seventh division	1,273	15-18	21,448,500				83	832,070	96,840
Eighth division	443	12	2,585,184	10	32,700	2,390	256	3,249,340	109,080
Ninth division	901	6-83	16,609,240	4	13,550	1,500	783	955,107	891,118
Eleventh division	893	8	4,059,200				52	210,000	61,049
Total	7,199		110,852,144	124	318,278	66,422	2,430	9,231,087	1,509,684

* Government owns plant.

† New York post-office employes.

CASUALTIES.

During the fiscal year under review, 261 accidents to railway post-office trains have been reported to this office, as shown by the detailed statement hereto appended, in which 4 postal clerks were killed, 41 were severely and 53 slightly injured. Of the number severely injured several have been so badly crippled as to render their retirement from the service necessary at the expiration of the year allowed by the postal regulations, in such cases, to enable the injured clerk to recover and resume service. In order to keep up the runs of injured men, acting railway postal clerks were employed, as shown by the detailed statement appended to this report. The sum of \$7,966.41 was paid such acting clerks employed in place of regular clerks who were injured during the fiscal year ended June 30, 1890. Acting clerks had also to be provided for 35 postal clerks who were injured in 1888-'89 and not able to resume service at the commencement of the new fiscal year; the amount paid these acting clerks was \$9,154.69, the total amount paid on this account being \$17,121.10.

PROVISION IN CASE OF DEATH.

I beg at this point to renew the recommendation made in the annual report from this office one year since, that the Postmaster-General be authorized to use the fund arising from deductions because of the failure of clerks in the Railway Mail Service to perform duty in paying to the widows and minor children of railway postal clerks killed while on duty a sum equal to one year's salary of the grade in which the clerk belonged; provided, however, that the heirs of only such as have been in the Railway Mail Service for three consecutive years shall become entitled to such compensation; and provided further, that the maximum sum to be so paid shall not exceed \$1,000. In the event of there not being a sufficient amount arising from deductions the Department shall be authorized to make up the deficiency from the regular appropriation for the payment of railway postal clerks.

REORGANIZATION OF THE CLERICAL FORCE OF THE RAILWAY MAIL SERVICE.

The necessity for Congressional action so as to permit of the reorganization of the working force of the Railway Mail Service has become very great, and it is hoped favorable action will be taken in December

next upon what is known as House bill No. 8299, which has received the unanimous approval of the Committee on the Post-Office and Post-Roads, and is already upon the calendar of the House awaiting to be called up. The existing organization has been in force for nearly ten years, within which time the extent and character of the railway service have changed greatly, and that which is contemplated and provided for in H. R. bill 8299 is merely such change and increase in grades and pay as shall enable its management to keep up with the changed condition of the service and at the same time extend and increase its efficiency.

The five classes that now prevail were all that the service required when the railway post-office lines covered less than 100,000 miles and the number of clerks employed was but three thousand five hundred; to-day, however, the length of railroads over which mails are carried exceeds 150,000 miles and the force of railway post-office clerks is nearly six thousand.

IMPROVEMENTS.

Since the rendition of the last annual report of the Railway Mail Service many changes looking towards the general betterment of its lines throughout the country have been made, and it will be found by reference to the chronological statement hereto appended that every section of the country has partaken of these improvements. To particularize is therefore deemed unnecessary, except, perhaps, in the matter of the transcontinental and some of the larger trunk line railway post-offices.

The volume of mail handled during the past year by railway postal clerks shows a vast increase, when the quantity noticed in the last report is remembered, the actual increase figuring a fraction more than 11 per cent. The proper distribution of this greatly increased amount of matter of course made necessary a corresponding increase of facilities by affording better and extended space on the lines already in operation and the establishment of new lines of both full railway post-office and apartment cars between such points as it was demonstrated the improvements were absolutely necessary to enable this office to keep pace with the advancing interests of the public at large.

Regarding the Transcontinental Service, I am able to record the fact that the schedules referred to in the report for last year were put into operation on the date fixed (November 17, 1889), and have been well maintained since then. Some of the principal cities directly benefited by these improved schedules are Chicago, Milwaukee, Detroit, Cleveland, Buffalo, Albany, Boston, New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville, Atlanta, St. Louis, and all the extent of country tributary to these cities.

That the improvement secured by the change in transcontinental schedules is general in its effect is better comprehended when the fact becomes apparent that the distance covered by the railway post-offices constituting the system affected by the November, 1889, expedited schedules covers about 4,000 miles of railroad and is believed to be the most important and far-reaching improvement that has ever taken place in the Railway Mail Service.

It has long been evident that the commercial relations between the cities of Chicago, Ill., and New Orleans, La., badly needed improved facilities for the handling and transmission of the vast and important correspondence carried between these distant points, and it was not until July 20th of the current year that the Department, through the co-op-

peration of the Illinois Central Railroad Company, was able to effect a satisfactory schedule covering the termini, and as well the intermediate territory. On the date mentioned a fast-mail line was inaugurated, leaving Chicago at 3.15 a. m. and arriving at New Orleans at 9 a. m. the following day, and leaving New Orleans at 7 p. m. and reaching Chicago at 1 a. m. second morning, or thirty hours in transit in either direction.

The above constitutes another link of 920 miles in the fast-mail system that is gradually developing as the main artery for the rapid movement of the mails between the center and circumference of the country. By this new line we are in possession of a continuous connecting fast-mail system between New Orleans, La., and San Francisco, Cal., and Portland, Oregon, via Chicago, Ill., and Omaha, Nebr., and also directly north to Milwaukee, Wis., and St. Paul, Minn., connecting at the latter point with fast-moving trains for all the country tributary to the Northern Pacific Railroad between St. Paul, Minn., and Portland, Oregon.

It is in place at this point to make special mention of the final consummation of an arrangement to be put in force within a few weeks, whereby the commercial interests of New Orleans will have secured to them a late dispatch (6.30 p. m.) of mails for New York and New England, covering completely all the intermediate country via Mobile, Montgomery, Atlanta, and Washington, D. C. This service, going south, will advance greatly not only the letter, but the newspaper mail as well, at Atlanta, Montgomery, Birmingham, Mobile, and New Orleans, and all connecting lines through these points. Coming north, commercial mail can be held open until 6.30 p. m. instead of 3.15 p. m., and its arrival at New York will be about noon instead of late in the evening. The train distribution of this mail will be such as shall enable it to be at once delivered to the addressee upon the arrival of the railway post-office at destination.

It is proper that I should mention, in connection with the changed conditions that will hereafter apply to the New Orleans service, the fact that its accomplishment has been the result of co-operation on the part of the railroads south of Washington, D. C., the service north of that city having already been in existence. The Richmond and Danville system as far as Atlanta, Ga., the Atlanta and West Point Railroad, and Western Railway of Alabama, between Atlanta and Montgomery, and the Louisville and Nashville Railroad Company, between Montgomery and New Orleans, should be accorded much credit for the willingness with which they have responded to our request for the improved through schedules.

FAST-MAIL SYSTEM.

It can not be otherwise than interesting at this point to contemplate the extent in part of the fast-mail service which has developed so gradually as a portion of the national railway post-office system.

The mileage of the service referred to is as follows :

	Miles.
New York, N. Y., and San Francisco, Cal., via Buffalo, Chicago, Omaha, and Ogden.....	3,355
Boston, Mass., and Port Tampa, Fla., via New York, Washington, Wilmington, and Jacksonville.....	1,568
New York and Denver, Colo., via Pittsburgh, St. Louis, and Kansas City.....	1,990
Green River, Wyo., and Portland, Oregon, via the Oregon Short Line Railroad.....	976
Chicago, Ill., and New Orleans, La., via the Illinois Central Railroad.....	920

New and improved railway post-office and apartment car service, etc.—Continued.

Date.	Description.	Distance.
		<i>Miles.</i>
Nov. 23	Little Falls and Morris, Minn., extend to Brainard, Minn. (increase).....	31
25	Burlington, Iowa, and St. Louis, Mo., additional line.....	214
25	Burnet and Austin, Tex., extend to Marble Falls (increase).....	17
27	Chicago, Richmond and Cincinnati R. P. O., additional line.....	300
27	Cadillac, Mich., and Toledo, Ohio, extend to Copemish (n. o.), Mich. (increase)...	40
27	Williamston and Rocky Mount, N. C., extend to Plymouth, N. C. (increase).....	22
Dec. 5	Cumberland Gap and Knoxville, Tenn., new line.....	69
7	Paola and Coffeyville, Kans., extend to Kansas City, Mo. (increase).....	43
10	Herrington and Dodge City, Kans., new line.....	203
10	Buffalo and Hornellsville, N. Y., new line, 56-foot cars.....	98
21	Atchison and Lenora, Kas., new line.....	293
22	Villisca, Iowa, and Bigelow, Mo., extend to St. Joseph, Mo. (increase).....	39
26	Lebanon and Greensburgh, Ky., extend to Lebanon Junction (increase).....	37
27	Newton Circuit, Boston, Mass., suburb (new).....	23
28	Carthage and Lebanon, Tenn., new line.....	38
30	Roanoke and Opelika, Ala., extend to Columbus, Ga. (increase).....	39

SUMMARY.

	<i>Miles.</i>
Full R. P. O. cars (new).....	1,240
Full R. P. O. cars, improved, etc.....	3,063
Apartment cars (new).....	1,447
Apartment cars, improved, etc.....	1,180
Total.....	6,910

New and improved full railway post-office and apartment car service in 1890.

Date.	Description.	Distance.
		<i>Miles.</i>
Jan. 6	Williamsport, Pa., and Baltimore, Md., extend to Elmira, N. Y. (increase).....	79
8	Pt. Howard, Wis., and Ishpeming, Mich., new 40-foot line.....	138
9	Dunlap, Tenn., and Bridgeport, Ala., extend to Chattanooga, Tenn. (increase)...	29
13	St. Louis, Mo., and Cairo, Ill., extend to Jackson, Tenn. (increase).....	107
13	Cleveland and Cincinnati, Ohio, two lines 50-foot for 40-foot cars.....	241
16	Kansas City, Mo., and Summerfield, Kans., extend to Beatrice, Nebr. (increase)...	27
24	Lynchburgh and South Boston, Va., new line.....	61
30	Bement and Effingham, Ill., extend to Decatur, Ill. (increase).....	21
30	Rockford, Wash., and Pendleton, Oregon, extend to Spokane Falls, Wash. (increase)	29
Feb. 7	Concordia and Junction, Kans., extend to Belleville, Kans. (increase).....	25
7	Norfolk, Va., and Bedford, Va., extend to Lawrensville, Va. (increase).....	30
8	Tracy City and Cowan, Tenn., extend to Nashville, Tenn. (increase).....	87
11	Detroit, Mich., and Toledo, Ohio, additional line 40-foot cars.....	263
12	Antenito, Colo., and Espanola, N. Mex., extend to Santa Fé (increase).....	39
12	Chicago, Ill., and St. Louis, Mo., 60-foot for 50-foot line (C. and A. R. R.).....	231
17	Kilmore and Purgella, S. C., extend to Sumter, S. C. (increase).....	25
18	Willmar, Minn., and Sioux Falls, S. Dak., new line.....	148
21	Harrisburg, Pa., and Baltimore, Md., new line making 3 times daily.....	86
21	St. Louis, Mo., and Council Bluffs, Iowa, Brunswick and Pattonburgh, Mo. (short run).....	80
26	Chicago, Junction and Cincinnati R. P. O., increased to double daily.....	309
26	Branch Junction and Pittsburgh, Pa., increased to double daily.....	71
Mar. 2	Macon and Valdosta, Ga., extend to Lake City, Fla. (increase).....	78
8	Graycourt, N. Y., and Belvidere, N. J., extend to Philadelphia (increase).....	14
8	Lincoln and Alma, Nebr., extend to Valley, Nebr. (increase).....	18
7	New York, N. Y., and Pittsburgh, Pa., additional 40-foot line.....	444
8	Birmingham and Blockton, Ala., new line.....	61
8	Richford and St. Albans, Vt., increased to double daily.....	29
8	Cambridge Junction and Burlington, Vt., increased to double daily.....	34
8	Nelsonville and Logan, Ohio, increased to double daily.....	33
10	Greator and Pekin, Ill., extend to Joliet, Ill. (increase).....	32
8	Essex Junction, Vt., and Boston, Mass., new line, 40-foot cars.....	242
8	Detroit, Mich., and Chicago, Ill., 55-foot cars for 40-foot line.....	286
12	Blanford, W. Va., and Honaker, Va., new line.....	57
12	Portland, Oregon, and San Francisco, Cal., Portland and Eugene City (abort run)	123
12	Baltimore and Chesertown, Md., new line.....	68
20	Olney and Seattle, Wash., new line.....	48
22	Louisville and Paducah, Ky., new line.....	230
25	Pittsburgh and Belle Vernon, Pa., new line.....	44
26	San Bernardino and Oceanside, Cal., extend to Escondido (increase).....	22
26	Boston and Wellfleet, Mass., extend to Cape Cod, Mass. (increase).....	14
27	San Francisco and Redding, Cal., additional 40-foot line.....	280

New and improved full railway post-office and apartment car service in 1890—Continued.

Date.	Description.	Distance.
		Miles.
Mar. 27	Portland and Ashland, Cal., new 40-foot line.....	343
31	St. Louis, Mo., and Burton, Kans., new 40-foot line, Monnett, Mo., and Burton, Kans.....	330
31	Toledo, Ohio, and Detroit, Mich., additional 40-foot line.....	59
April 2	Boston, Abingdon and Plymouth, Mass., new line.....	37
2	Boston, Duxbury and Plymouth, Mass., new line.....	46
April 9	Merrill and Tomah, Wis., extend to Tomahawk, Wis. (increase).....	23
9	Winona and Tracy, Minn., extend to Watertown, S. Dak. (increase).....	92
15	West Point and Yoakum, Tex., extend to Lexington, Tex. (increase).....	36
16	Oneonta and Birmingham, Ala., new line.....	37
18	Columbus and Albany, Ga., new line.....	80
18	Spokane Falls and Elmira, Wash., new line.....	102
18	Norfolk and Lawrenceville, Va., extend to Danville, Va. (increase).....	98
22	Memphis, Tenn., and Granada, Miss., increased to double daily.....	101
22	McGregor, Iowa, and Chamberlain, S. Dak., additional line McGregor and Sanborn, Iowa, making double between these points.....	242
23	Olney and Seattle, Wash., extend to Snoqualmie, Wash. (increase).....	13
25	Cleveland, Ohio, and St. Louis, Mo., additional line.....	548
29	Marietta and Sharpsburg, Ohio, extend to Amesville, Ohio (increase).....	10
30	Manilla, Iowa, and Mitchell, S. Dak., extend to Marion, Iowa (increase).....	62
May 2	Commerce and Fort Worth, Texas, extend to Texarkana, Ark. (increase).....	117
3	Toledo and Findlay, Ohio, extend to Kenton, Ohio (increase).....	28
6	Farmington and Lewiston, Me., extend to Portland, Me. (increase).....	36
7	Meeleys Junction and Farmville, Va., new line.....	51
7	Hayfield, Minn., and Dubuque, Iowa, extend to Minneapolis, Minn. (increase).....	92
8	St. Louis, Mo., and Council Bluffs, Iowa, 50-foot for 40-foot line between St. Louis and Pattonsburgh, Mo.....	257
10	Bangor and Foxcroft, Me., new line.....	55
9	Dubuque and Sioux City, Iowa, new 40-foot line.....	328
10	Montgomery, Ala., and Smithville, Ga., new 40-foot line.....	141
12	Caldwell, Kans., and Elreno, I. Ter., new line.....	108
12	Columbus, Nebr., and Atchison, Kans., extend to Kansas City, Mo. (increase).....	50
14	Macon, Ga., and Lake City, Fla., extend to Palatka, Fla. (increase).....	75
16	Denison and Taylor, Tex., increased to double daily.....	269
19	Norfolk, Va., and Rocky Mount, N. C., new line.....	119
20	Portland and Huntington, Oregon, new 40-foot line.....	405
20	Green River, Wyo., and Huntington, Oregon, 60-foot for 40-foot line.....	571
20	Ogden, Utah, and San Francisco, Cal., 60-foot for 40-foot line.....	834
20	Omaha, Nebr., and Ogden, Utah, 60-foot for 40-foot line.....	1,034
22	Kane and Calery, Pa., extend to Pittsburgh, Pa. (increase).....	26
23	Brunswick and Waveros, Ga., extend to Albany, Ga. (increase).....	109
24	Creston, Iowa, and St. Joseph, Mo., increased to double daily.....	103
24	Plymouth and Concord, N. H., extend to Woodsville, N. H., and Boston, Mass.....	116
24	Wells River and Montpelier, Vt., extend to Lancaster, N. H. (increase).....	42
24	Washington, D. C., and Hinton, W. Va., new line, 40-foot cars.....	289
24	Hinton, W. Va., and Cincinnati, Ohio, new line, 40-foot cars.....	308
25	Hawley and Scranton, Pa., new line.....	38
29	Great Bend and Scott, Kans., extend to Selkirk, Kans.....	34
31	Kansas City, Mo., and Pueblo, Colo., additional line between Kansas City and Dodge City (short run).....	309
June 3	Florence and Winfield, Kans., extend to Arkansas City, Kans. (increase).....	18
4	Mt. Vernon and Seattle, Wash., new line, river route.....	75
14	Leavittsburg and Dayton, Ohio, increased to double daily.....	224
14	Montgomery, Ala., and Bainbridge, Ga., new line.....	193
14	Bristol, Tenn., and Clinchport, Va., extend to Big Stone Gap, Va.....	25
14	Walls Station and San Antonio, Tex., extend to Houston, Tex. (increase).....	46
12	Boston and North Adams, Mass., additional 40-foot line.....	142
19	Garretson, S. Dak., and Sioux City, Iowa, new line.....	97
19	Essex Junction, Vt., and Boston, Mass., short run; Rutland, Vt., and Fitchburgh, Mass.....	117
18	Chicago and Cairo, Ill., additional 40-foot line.....	306
27	Farmington and Portland, Me., increased to double daily.....	83
28	Lynchburgh and South Boston, Va., extend to Roxboro, N. C. (increase).....	72
July 2	Savannah and Americus, Ga., new line.....	300
13	Williamsport and Pottsville, Pa., Shamokin and Pottsville (short run).....	57
23	Fort Worth and Dublin, Texas, new line.....	90
28	Wallace, Idaho, and Spokane Falls, Wash., new line.....	146
30	Fernandina and Plant City, Fla., extend to Tampa, Fla.....	23
Aug. 13	Atalla and Anniston, Ala., extend to Talladega, Ala. (increase).....	30
15	Salamanca, N. Y., and Youngstown, Ohio, extend to Leavittsburg, Ohio (increase).....	18
27	Brattleboro, Vt., and Palmer, Mass., made double daily between Palmer, Mass., and New London, Conn.....	63
30	Cayuga and Ithaca, N. Y., begin at Auburn, N. Y. (increase).....	6
Sept. 2	Asheville and Jarrette, N. C., extend to Valley Town, N. C. (increase).....	14
3	Fert Scott and Kanopolis, Kans., extend to Pleasant Hill, Mo. (increase).....	62
5	Caldwell, Kans., and Elreno, Oklahoma, extend to Minco, Ind. T. (increase).....	15
13	Pleasant Hill, Mo., and Geneseo, Kans., extend to Kansas City, Mo. (increase).....	35
11	Fort Howard and Milwaukee, Wis., 40-foot car line.....	129
10	Washington, D. C., and New York, N. Y., additional 40-foot line cars.....	227
10	New York, N. Y., and Pittsburgh, Pa., additional 60-foot line.....	444

New and improved full railway post-office and apartment car service in 1890—Continued.

Date.	Description.	Distance.
		<i>Miles.</i>
Sept. 16	Little Rock, Ark., and Monroe, La., new line	195
10	Cairo, Ill., and New Orleans, La., new line of 40-foot cars	550
10	New York, N. Y., and Chicago, Ill., additional 60-foot car line	984
11	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa, 50-foot for 40-foot car line (Chicago and Northwestern Railroad)	439
10	Pittsburgh, Pa., and St. Louis, Mo., additional 50-foot car line	622
10	St. Paul, Minn., and Missouri Valley, Iowa, 50-foot for 40-foot line	346
11	Quincy, Ill., and Kansas City, Mo., 50-foot for 40-foot line	262
16	Washington, D. C., and Wilmington, N. C., 60-foot for 50-foot line	362
26	South Bend and Terre Haute, Ind., extend to St. Joseph, Mich. (increase)	40
29	Sioux City, Iowa, and O'Neill, Nebr., new line	139
29	Jacksonville and Tampa, Fla., extend to Port Tampa, Fla. (increase)	10
30	Boston, Mass., and Hopewell Junction, N. Y., extend to Fishkill-on-the-Hudson	12
11	Davenport, Iowa, and Trenton, Mo., 40-foot car line	236
10	Pittsburgh, Pa., and Chicago, Ill., 50-foot car line	468
Oct. 4	St. Paul, Minn., and Helena, Mont., extend short run to Mandan, N. Dak.	106
7	Bluefield and Honaker, Va., extend to Estenosa, Va. (increase)	22
7	White Heath and Decatur, Ill., extend to Champaign, Ill. (increase)	12
9	Green River, Wyo., and Huntington, Oregon, extend full car line to Cheyenne ..	331
14	Cincinnati, Ohio, and Nashville, Tenn., two lines 50-foot for 45-foot cars	303
14	Sedalia, Mo., and Denison, Tex., 50-foot for 40-foot line	433
15	Texarkana, Ark., and San Antonio, Tex., new line of 40-foot cars	441
16	Trenton and St. Joseph, Mo., new line	82
18	Dodge and St. Helen's, Ky., new line	47
20	Cleveland and Coshocton, Ohio, extend to Zanesville, Ohio (increase)	29
23	Hutchinson and Anthony, Kans., new line	72
23	Seymour and Elmore, Ind., new line	75

RECAPITULATION.

	<i>Miles.</i>
Full R. P. O. cars (new)	2,915
Full R. P. O. cars improved, etc.	11,439
Apartment cars (new)	3,211
Apartment cars improved, etc.	4,737
Total for 1890	22,302
Total for 1889	6,910
Grand total	29,212

INTERRUPTIONS.

The interruptions to the service have been but slight other than upon the Pacific slope, where the weather subjected the lines of railroad to great difficulties in the enforcement of the schedules of mail trains. These delays prevailed for some weeks, throughout which every disposition was shown on the part of the roads to meet the reasonable demands of the mail service.

CENSUS MAIL.

In this report it is proper to make note of the fact that in 1890 the Railway Mail Service was subjected to more than the ordinary natural strain that constantly prevails in this branch of the Post-Office Department, by having to handle vast quantities of matter appertaining to the Eleventh Census. While a great deal of this matter had, necessarily, to pass through the post-office, it was the Railway Mail Service which specially provided for its care and dispatch, thereby enabling the greater portion of this matter to be advanced without passing through the post-office at Washington, D. C., and it is gratifying to state that we have no knowledge of a single instance of delay to this important mail arising through fault of the railway postal clerks.

SUMMER RESORT SERVICE.

Carrying out the system that was so largely developed in 1889, much attention was given during the summer of 1890 to the advancement of the mails at summer resorts along the Atlantic coast, and throughout the mountain and lake regions, and it is believed that the extent and character of the service was generally satisfactory. Our effort will be to still further extend the improvements of this service for the season of 1891.

POSTAL CARD SUPPLY TRANSPORTATION.

The plan whereby postal cards have been carried to the distributing depots by ordinary freight trains has been kept up successfully throughout the past year, but there is still too large a proportion of departmental supply matter sent through the mails that ought to be provided for by other means of transportation. The railway post-office lines of the country are not equipped to handle such large packages of heavy freight, some of which weigh hundreds of pounds, and with the increase in the quantity of this class of matter interference with the clerks in the making of the necessary separations of mail matter becomes more and more serious.

ASSISTANT GENERAL SUPERINTENDENT AND CHIEF CLERK.

Authority of law having been given to employ an assistant general superintendent of the Railway Mail Service, as recommended in the annual report for 1889, the position has been filled by promotion from the service, and the organization has been thereby improved.

The authority of Congress whereby the chief clerk of the General Superintendent's office now receives the same rate of compensation as other chief clerks in the Post-Office Department carries with it the recognition of the importance of the position which had not before been accorded to it, and the working of the office details has been thereby advantaged.

AWARDING MEDALS.

Out of a fund created by contributions made by officers and chief clerks of the fifth and sixth divisions last year gold medals of appropriate design were purchased and awarded to the clerks of those divisions of the Railway Mail Service who arrived at the highest standard of perfection in their examinations, and at the close of the year 1890 twelve more gold medals will be awarded in accordance with the following circular notice.

General Order No. 308.

POST-OFFICE DEPARTMENT,
OFFICE OF GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE,
Washington, D. C., February 6, 1890.

I have much pleasure in announcing to the railway postal clerks throughout the entire Railway Mail Service that the honorable Postmaster-General has decided, at the close of this year (1890), to present twelve gold medals to the clerks in the Railway Mail Service.

They will be known as "The Postmaster-General Medals," one of which will be awarded to the clerk in each of the eleven divisions who shall, during the year 1890, have made the best general record on the largest number of cards, representing post-offices, distributed by routes or by counties, modified by the class of the clerk, the number of separations, the cards per minute cased correctly, the error slip record and the car work of the clerk.

The twelfth medal will be awarded to the clerk of any class in any division who shall, during the year correctly distribute in the shortest time and with the largest number of separations cards representing the greatest number of post-offices. In awarding this medal special consideration will be given the rapidity with which the distribution has been accomplished.

The examinations will be conducted in accordance with the general rules adopted at the convention of superintendents in September, 1889, and approved by this office.

There must be no duplication of the cards handled; as, for example, the number of offices in a section or sections of a State cannot be added to an examination on the whole State. Local schemes will not be taken into account, nor will a State be counted by both routes and counties. The reading test will be considered in the clerks general record, but must not be included in the case examinations.

Committees to determine the award of the division medals will be selected by the clerks in their respective divisions in a manner to be arranged by the division superintendent, and a committee to award the twelfth medal will be designated by the General Superintendent.

J. LOWRIE BELL,
General Superintendent.

ESTIMATE FOR RAILWAY POST-OFFICE CLERKS.

As previously stated in the text of this report, there were 5,448 clerks in the service on July 1, 1889, and on July 1, 1890, there were 5,836, being an increase of 388, or 7.1 per cent. The amount paid for salaries during the former period was \$5,250,838.45, and during the latter \$5,590,150.08. The amount appropriated for salaries for the fiscal year ended June 30, 1890, was \$5,600,000, and the expenditures, as above, amounted to \$5,590,150.08, leaving an unexpended balance of \$9,849.92. The annual rate of expenditures for salaries of the clerks in the service at the beginning of the current fiscal year (July 1, 1890) was \$5,818,655, and the appropriation for the fiscal year is \$5,910,000, leaving a margin of but \$91,345 for new service, extension to lines, additional help on lines where the mails are getting heavier, and the promotion of clerks who were serving as probationers at the beginning of the fiscal year. This balance is entirely too small to meet the actual needs of the service during the current fiscal year, and at the very beginning of the year it was found necessary to suspend action for at least six months of the year in the matter of the establishment of new railway post-office lines and extensions of old ones, for the reason that the available balance, as above, is barely sufficient to provide for the requisite number of clerks on lines which have been authorized but which can not be put into operation until about the close of the first half of the year, to avoid the creation of a deficiency.

In this connection it may not be out of place to explain how the available balance at the commencement of the fiscal year came to be so greatly reduced, and I beg to state that the annual count of the books of this office made June 30, 1888, showed that there were 5,094 clerks in the service whose annual salaries aggregated \$5,084,517, being an average per clerk of \$998.14. On account of the large number of probationers appointed during the months of March, April, and May, 1889, in place of clerks of the higher grades, the average annual rate per clerk had dropped to \$967.11, a difference of \$31.03 per clerk.

During the year under review these new men had completed their probationary terms and been advanced to the grades to which their services and the regulations of this service entitled them, thereby causing the average pay per clerk to increase to be about what it was on the 30th of June, 1888, or, to be more exact, the records of the count of the books of this office made on June 30, 1890, show that the average pay per clerk per annum was on that date \$997.03, being an increase over the average for the previous year of \$30.92. As there were 5,448 clerks in

the service on June 30, 1889, it is therefore apparent that the sum of of \$168,451.86 of the estimated increase for new service, etc., for the year ended June 30, 1890, namely, \$310,000, was used in restoring salaries to the average amount existing at the commencement of the previous fiscal year, leaving a balance of but \$141,548.14 to meet the natural increase during 1890-91, which proves to be inadequate.

The following table exhibits the amount of expenditures and the per cent. of increase, by quarters, during the period from January 1, 1888, to September 30, 1890:

Quarter ending—	Expenditures.	Increase.	
		Amount.	Per cent.
March 31, 1888.....	\$1,254,111.01	\$21,145.39	1.72
June 30, 1888.....	1,274,294.78	20,183.77	1.61
September 30, 1888.....	1,290,599.68	16,304.90	1.26
December 31, 1888.....	1,311,379.13	20,779.45	1.61
March 31, 1889.....	1,327,188.69	15,809.56	1.21
June 30, 1889.....	1,321,673.05	*5,511.74	*0.42
September 30, 1889.....	1,336,025.20	14,352.15	1.09
December 31, 1889.....	1,355,788.07	19,762.87	1.45
March 31, 1890.....	1,417,577.39	61,789.32	4.36
June 30, 1890.....	1,459,789.42	42,212.03	2.90
September 30, 1890.....	1,459,164.59	8,405.17	0.58
Net increase.....			17.05

* Decrease.

The apparent decrease in three quarters of 1889 was owing, as stated in the annual report for last year, to the partial reorganization of the service whereby the average pay per clerk was somewhat reduced. As the clerks became entitled to the rate of pay existing prior to the reduction, their salaries were increased accordingly.

In order to ascertain the amount needed for the fiscal year ending June 30, 1892, we take the average quarterly increase for the past eleven quarters, which is 1.55 per cent., and by applying it to the fiscal year ending June 30, 1891, we have the following:

Amount expended quarter ending September 30, 1890.....	\$1,459,164.59
Estimate quarter ending—	
December 31, 1890.....	1,481,789.10
March 31, 1891.....	1,504,856.83
June 30, 1891.....	1,528,182.06

Estimated expenditure for the fiscal year 1891..... 5,973,992.58

Assuming that the expenditure for the quarter ending June 30, 1891, will be \$1,528,182.06, and applying the average quarterly increase of 1.55 per cent. as before, we have the following as the probable cost for the fiscal year ending June 30, 1892:

Estimate quarter ending—	
September 30, 1891.....	\$1,551,868.88
December 31, 1891.....	1,575,922.84
March 31, 1892.....	1,600,349.64
June 30, 1892.....	1,625,166.05

Estimated expenditure for 1892..... 6,353,307.41

This is an increase of \$443,307.41, or 7.5 per cent., over the amount appropriated for the current fiscal year, being \$143,307.41 in excess of the estimated increase for the current fiscal year; but it must be borne in mind that, as has been previously stated, the extension of the service

has been somewhat retarded during this year, and the reports of examinations made by division superintendents now on file in this office warrant me in saying the full amount of the difference will be needed as soon as the new appropriation becomes available, in supplying the additional number of men whose services should have been called for during the current year, thereby placing the service upon the same footing as would have been the case had the appropriation been sufficient to meet the natural increase for the year ending June 30, 1891. The lack of sufficient money to provide fully for this year's natural growth of the service has subjected the organization and its railway postal clerks to a greater measure of severe strain than it could without much hardship bear for two consecutive years.

For the reasons herein set forth, I have the honor to recommend that the sum of \$6,353,000 be appropriated for salaries of railway postal clerks for the fiscal year ended June 30, 1892.

ESTIMATE FOR RAILWAY POST-OFFICE CARS.

The amount appropriated for railway post-office car service, exclusive of the gross amount accrued to Pacific roads for the fiscal year ended June 30, 1890, was \$2,260,000; amount expended, \$2,207,151.01, leaving an unexpended balance of \$52,848.99.

During the fiscal year several new lines of railway post-office cars were authorized, but in view of the fact that the cars were not completed and placed in service prior to June 30, 1890, no charge was made against the appropriation for last year on account of the same.

By adding to the above expenditure of \$2,207,151.01 the amount accrued to Pacific roads, namely, \$241,405.75, we find the total cost for railway post-offices for the year to have been \$2,448,556.76, being an increase of \$315,843.65, or 14.8 per cent., over the amount of cost for the fiscal year ended June 30, 1889.

The growth of this branch of the service from July 1, 1881, to June 30, 1890, is shown in the subjoined table:

Fiscal year ended June 30—	Amount of appropriation.	Amount expended.	Expenditures.		Per cent.		Gross amount accrued to Pacific roads.
			Increase.	Decrease.	Increase.	Decrease.	
1881	\$1,396,000.00	\$1,268,221.50	\$126,676.31	.....	11.09	.....	\$110,381.22
1882	1,426,000.00	1,317,242.23	49,020.73	.....	3.46	.....	124,373.06
1883	1,526,000.00	1,483,086.85	165,444.62	.....	12.59	.....	131,690.17
1884	1,575,000.00	1,585,597.29	102,510.44	.....	6.89	.....	135,790.20
1885	1,625,000.00	1,716,437.13	136,839.84	.....	8.25	.....	134,842.02
1886	1,765,026.00	1,692,025.30	.....	24,411.83	.....	1.42	123,873.60
1887	1,808,000.00	1,713,391.92	21,366.62	.....	1.26	.....	126,375.21
1888	1,934,560.00	1,822,964.37	109,572.45	.....	6.38	.....	128,237.62
1889	2,053,643.60	1,991,066.61	168,102.24	.....	9.22	.....	141,046.50
1890	2,260,000.00	2,207,151.01	216,084.40	.....	10.41	.....	241,405.75

Increase, 69.35 per cent.; decrease, 1.42 per cent.; net increase, 67.93 per cent.; average per cent. per year, 7.55.

As the amount earned by the subsidized Pacific railroads and branches, on account of the use by this service of railway post-office cars belonging to their lines, is not paid from this appropriation, in making the estimate for the ensuing fiscal year the amounts accrued to those lines are not taken into consideration. Without these amounts the average annual increase for the past eight years (exclusive of 1886) is 7.55 per cent. As stated in the last annual report, the figures for

1886 were excluded for the reason that the apparent decrease in that year was owing entirely to the discontinuance by the Department of payment for cars less than 40 feet in length.

The *annual rate* of cost of railway post-office car lines (exclusive of the amounts to be credited to the subsidized Pacific roads) on July 1, 1890, was \$2,311,968.86. Including lines authorized previous to the close of the fiscal year, and which had not been put into operation prior to July 1, 1890, additional lines aggregating in cost \$239,816.90 have been authorized up to this date (October 14, 1890). For the current fiscal year new lines and the extension of old ones costing \$115,972 per annum have been urgently recommended by division superintendents. If these are authorized the annual rate of cost on July 1, 1891, will be \$2,667,757.76. With the extent of full railway post-office service that will be covered by this annual rate of \$2,667,757.76 on July 1, 1891, it is believed the additional lines to be provided for in 1891-'92 should not exceed in annual cost \$63,275, which amount, added to the annual rate on July 1, 1891, will make the amount needed for the coming fiscal year \$2,731,032.76, being an increase of \$221,032.76, or 8.8 per cent., over the amount appropriated for the current fiscal year.

I have, therefore, the honor to recommend that the sum of \$2,731,000 be appropriated for railway post-office car lines, exclusive of lines on the subsidized Pacific roads, for the fiscal year ending June 30, 1892.

ESTIMATE FOR SPECIAL FACILITIES.

The amount appropriated under this heading for the current fiscal year is \$295,421.79. It is believed that the growth of the ordinary mail service, with its attending increase in compensation, has reached an extent justifying a gradual withdrawal from all lines of special facility compensation, and it is with a view to the carrying out of this method, which has already received your approval, that I recommend a reduction in the amount to be appropriated for special facilities on trunk lines for the fiscal year ending June 30, 1892, to \$197,103.59.

COMMENDATION.

During the past year perfect harmony has governed throughout the service, and there prevails, on the part of the division officers and clerks, an interest in its advancement far greater than has ever before existed.

The clerks appreciate the important fact that advancement depends upon their individual efforts to merit promotion, and the desirable clerks are becoming more and more determined to establish a higher standard of efficiency.

I have the honor to be, very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. J. LOWRIE BELL,
Second Assistant Postmaster-General.

TABLE A^a.—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Abbeville and Louvale, Ga.	4	.....	Abbeville, Louvale, Ga. (Sav., Amer. and Mont. R. R.)	15050	110.08
East Division.....		80			
West Division.....		51			
Aberdeen and Durant, Miss....	4	108.63	Aberdeen, Durant, Miss. (Ill. Cent. R. R.).	18009	108.63
Aberdeen and Eureka, S. Dak..	10	68.05	Aberdeen, Roscoe, S. Dak. (Chi., Mil. and St. Paul).	*28010	41.00
			Roscoe, Eureka, S. Dak. (Chi., Mil. and St. Paul).	35032	26.70
Aberdeen, S. Dak., and Sioux City, Iowa.	10	266.16	Aberdeen, Ashton, S. Dak. (Chi., Mil. and St. Paul).	*35012	82.69
			Ashton, Mitchell, S. Dak. (Chi., Mil. and St. Paul).	34017	96.10
			Mitchell, S. Dak., Sioux City, Iowa (Chi., Mil. and St. Paul).	35001	138.18
Addison, Mich., and Franklin, Ohio.	5	191.43	Addison, Mich., Franklin, Ohio (Cin., Jack. and Mack.).	21075	190.20
Addison, N. Y., and Galetton, Pa.	2	46.56	Addison, N. Y., Galetton, Pa. (Add. and Pa.).	6122	46.56
Adrian, Mich., and Fayette, Ohio. ⁴	9	83.26	Adrian, Groesvenor, Mich. (L. S. and M. S.).	21095	(⁵)
			Groesvenor, Mich., Fayette, Ohio (L. S. and M. S.).	24075	25.57
Albany and Binghamton, N. Y.	2	143.21	Albany, Binghamton, N. Y. (D. and H. C. Co.).	6028	143.22
Albany, Kingston, and New York, N. Y.	2	146.23	Albany, New York, N. Y. (West Shore)...	6129	142.87
Albany and Thomasville, Ga. ...	4	58.92	Albany, Thomasville, Ga. (Sav., Fla. and West Rwy.).	115018	58.92
Albany and Yaquina, Oregon ..	8	85.16	Albany, Yaquina, Oregon (Oreg. Pacific R. R.).	44006	85.16
Albert Lea, Minn., and Burlington, Iowa.	6	258.14	Albert Lea, Minn., Burlington, Iowa (Bur. C. Rap. and North.).	27001	252.70
			Cedar Falls, Elnira (n. o.), Iowa (Bur. C. Rap. and North.).	27001	(¹²)
			Elmira (n. o.), Iowa Jct. (n. o.), Iowa (Bur. C. Rap. and North.).	127048	11.90
			Iowa Jct. (n. o.), Nichol, Iowa (Bur. C. Rap. and North.).	27004	(¹²)
			Nichol, Burlington, Iowa (Burl. C. Rap. and North.).	27001	(¹²)
Albuquerque, N. Mex., and El Paso, Tex.	7	254.39	Albuquerque, Rincon, N. Mex. (A., T. and S. F.).	*38006	177.14
			Rincon, N. Mex., El Paso, Tex. (A., T. and S. F.).	39004	77.20
Albuquerque, N. Mex., and Los Angeles, Cal.	8	387.41	Albuquerque, N. Mex., Needles, Cal. (Atlantic and Pacific R. R.).	39003	574.85
			Needles, Barstow, Cal. (Atlantic and Pacific R. R.).	46042	139.30
			Barstow, San Bernardino, Cal.	46037	*81.10
			San Bernardino, Los Angeles, Cal. (Southern California Rwy Co.).	46853	61.37
Alexandria and La Fayette, La.	11	85.82	Alexandria, La Fayette, La. (So. Pac.)	30021	85.82
Allentown and Harrisburg, Pa.	2	91.84	Allentown, Harrisburg, Pa. (P. and R.)	8073	90.17

¹ Line divided at Americus; 3 reserve cars.² Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. (256.34 miles), and by Roscoe and Bowdle, S. Dak., pouch service (15.29 miles). (See Table C.)³ Balance of route (64.12 miles) covered by Edgeley, N. Dak., and Aberdeen, S. Dak., closed-pouch service. (See Table C.)⁴ 1 car in reserve.⁵ In reserve.⁶ Runs over route 21095, Adrian to Groesvenor, Mich. (7.60 miles).⁷ Shown in report of New York and Chicago R. P. O.⁸ 1 helper and 1 transfer clerk at Albany, N. Y.⁹ 2 transfer clerks at Albany, N. Y.¹⁰ Double daily service except Sunday.¹¹ Remainder of route (104.14 miles) reported as Waycross and Chatt. R. P. O.¹² Distance (81.60 miles) covered by through run. Shortrun, Cedar Falls to Burlington, Iowa, 170.19 miles.

operation in the United States on June 30, 1890.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
161	July 1, 1888	620	520				87,680	130.00	¹⁴	16 0	7 3	2	1	3
-----	-----	215	115				31,926	102.00	1	10 0	8 0			
482	July 1, 1888	28 23.3	24 21.6			7	79,290	106.63	1	14 3	7 1	2	1	2
2,877	July 1, 1887	9 26.22	10 26.22			6	42,599	136.10	1	13 0	7 7	1	1	1
444	July 1, 1890	15 16.62	16 16.62											
979	July 1, 1890	3 29.81	2 26.07			6	166,617	133.08	1	28 9	9 3	4	1	4
1,617	July 1, 1890	3 28.99	3 27.60						1	26 5	9 4			
1,924	July 1, 1890	4 28.96	1 27.06											
465	July 1, 1889	3 25.45	2 22.92			6	119,635	127.62	⁴³	13 7	7 4	3	1	3
618	July 1, 1889	1 15.33	4 15.31			6	29,147	96.12	1	12 0	7 0	1	1	1
114,749	Sept. 30, 1888	126 14.70	125 12.82			6			⁵¹	12 0	7 0			
810	July 1, 1888	126 22.80	125 22.80			6	20,621	66.52	1	12 0	6 7	1	1	1
2,936	July 1, 1890	1 25.98	2 27			6	89,649	95.47	2	27 0	9 0	3	1	⁵⁵
2,208	July 1, 1890	14 29.74	13 29.23			6	91,540	146.23	⁵¹	15 4	8 9			
		12 29.74	11 27.34			6	¹⁰ 91,540	.....	1	21 0	9 0	2	1	⁵⁶
1,468	July 1, 1888	6.....	5.....			7	43,012	117.84	⁵³	21 0	9 0	2	1	....
672	July 1, 1890	2 20.77	1 20.87			6	53,310	170.32	1	14 4	8 7	1	1	1
3,504	July 1, 1887	2 26.14	1 28			6	158,496	126.57	1	24 0	9 0	1	1	1
3,504	July 1, 1887	4 10.93	3 23.28			6	106,539	113.46	2	26 0	9 1	4	2	11
928	July 1, 1887	4 27.67	3 27.67						2	17 6	9 1	¹⁰³	1	....
526	July 1, 1887	4 20.57	3 24											
3,504	July 1, 1887	4 25.38	3 27.50											
8,446	July 1, 1890	3 20	4 23.80			7	185,705	127.20	2	20 0	9 3 ¹	4	1	4
1,414	July 1, 1890	8 24	4 25.50			7								
6,410	July 1, 1890	3 22.49	4 22.80			7	647,609	221.85	9	25 0	9 3	9	1	¹⁰¹³
4,474	July 1, 1890	3 22.72	4 24.18											
3,166	July 1, 1890	3 25.34	4 26.12											
5,178	July 1, 1890	4 26.68	4 27.89			6	33,974	124.52	.....	.....	.....	1	1	
286	July 1, 1890	51 21	50 21			7	62,648	85.82	2	15 3	8 6	2	1	3
									²¹¹	25 5	9 0			
3,437	July 1, 1889	10 17.41	9 25.11			6	57,492	122.45	1	15 6	8 6	2	1	3
		6 25.11	3 23.48			6	²⁰ 57,492	.....	1	15 0	8 6	1	1	
									⁵¹	15 0	8 6			

¹⁴ Balance of route (8.90 miles) covered by Clinton and Iowa City, Iowa, R. P. O.¹⁵ Distance (12 miles) covered by Muscatine and Montezuma, Iowa, R. P. O.¹⁶ Distance (55.79 miles) covered by through run.¹⁷ 348.09 miles of route 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and 53.82 miles of same route, between Rincon and Deming, N. Mex., covered by Rincon and Silver City, N. Mex., R. P. O.¹⁸ 1 clerk, assistant chief clerk, at Los Angeles; 1 clerk, short run, Los Angeles to San Bernardino; 2 clerks' helpers, Albuquerque to Holbrook.¹⁹ Balance of route 46042, Barstow to Mojave (71.42 miles) closed-pouch service. (See Table, C.)²⁰ 131.59 miles route 46037 covered by San Bernardino and Escondido, and Los Angeles and National City R. P. O.'s.²¹ Reserve.²² Double daily service except Sunday.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>it</i> akes.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Allentown and Pawling, Pa.	2	44.18	Allentown, Emaus Junction, Pa. (P. and R.) Emaus Junction, Pawling, Pa. (Parklomen.)	8073 (part) 8066	(¹) 37.58
Alpena and Alger, Mich.	9	104.50	Alpena, Alger, Mich. (D. B. C. & A.)	24057	105.34
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover, N. H. (Bos. & Maine)	1013	28.36
Americus and Columbus, Ga. ..	4	55.42	Americus, Columbus, Ga. (Sav. & West. R. R.)	15047	55.33
Amesbury and Boston, Mass. ..	1	46.85	Amesbury, Salisbury, Mass. (Bos. & Maine). Salisbury, Newburyport, Mass. (Bos. & Maine). Newburyport, Wakefield Jct. (n. o.), Mass. (Bos. & Maine). Wakefield Jct. (n. o.), Boston, Mass. (Bos. & Maine).	3007 3001 (part) 3014 3011 (part)	4.49 (⁷) 30.80 (⁹)
Anderson and Ladoga Ind.	5	64.87	Anderson, Ladoga, Ind. (Midland)	22037 (part)	65.87
Anderson and McCormick, S. C.	4	59.46	Anderson, McCormick, S. C. (P. R. & W. C. Ry.)	14023	59.46
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis Junction, Annapolis, Md.	10007	21.03
Antonito, Colo., and Santa Fé, N. Mex.	7	130	Antonito, Colo., Espanola, N. Mex. (D. and K. G.). Espanola, Santa Fé, N. Mex. (S. F. So.)	138004 (part) 39011	91.47 86.85
Arcadia and Cherry Vale, Kans.	7	81.77	Cherry Vale, Arcadia, Kans. (K. C., Ft. S. and M.). Weir City Junction (n. o.), Weir, Kans. (K. C., Ft. S. and M.).	33024 33043	73.97 3.90
Arkansas City and Warren, Ark.	11	56.00	Arkansas City, Trippie, Ark. (St. L., I. M. and S.). Trippie, Warren, Ark. (St. L., I. M. and S.).	1429007 (part) 29004	7.35 49.25
Asheville and Jarrette, N. C. ...	3	101.33	Asheville, Asheville Junction (n. o.), N. C. (Rich. and Dan.). Asheville Junction (n. o.), Jarrette, N. C. (Rich. and Dan.).	13006 (part) 13016	(¹⁰) 96.94
Ashland and Abbotsford, Wis. ...	10	123.70	Ashland, Abbotsford, Wis. (Northern Pacific).	1725017 (part)	123.10
Ashland and Milwaukee, Wis. ...	10	390.51	Ashland, Wis., Watersmeet, Mich. (M., L. S. and W.). Watersmeet, Mich., Eland, Wis. (M., L. S. and W.). Eland, Manitowoc, Wis. (M., L. S. and W.). Manitowoc, Milwaukee, Wis. (M., L. S. and W.).	28063 25050 25049 (part) 25018 (part)	98.42 105.48 110.60 77.23
Ashland and Richardson, Ky. ...	5	50.23	Ashland, Richardson, Ky. (Chattahoochee)	20027	50.24

* 4.50 miles covered by Allentown and Harrisburg R. P. O.

¹ In reserve.

² Cars and clerks shown on route 8073.

³ 1 car in reserve.

⁴ Reserve cars.

⁵ Balance of route covered by Bangor and Boston R. P. O. (107.25 miles).

⁶ Covered by Bangor and Boston R. P. O. (2.10 miles).

⁷ Balance of route covered by Portland and Boston R. P. O. (106.33 miles).

⁸ Covered by Portland and Boston R. P. O. (10.00

miles). Reported last year as Newburyport and Boston R. P. O. Line extended to Amesbury November 12, 1899.

⁹ Reserve car.

¹⁰ 109.52 miles of route 38004, between Cucharas and Antonito, Colo., covered by Pueblo and Silverton, Colo., R. P. O.

¹¹ Clerk doubles route 33043 twice each round trip.

¹² Clerk relieved every third week by the additional clerk of Fort Scott, Kans., and Webb City, Mo. R. P. O., who alternates between this line, Fort Scott, Kans., and Webb City, Mo., R. P. O. and Sedalia and Sedan, Kan., R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
3,473	July 1, 1889	1032.72	532.72	6	27,657	88.36	1	8 6	6 2	1	1	1		
379	July 1, 1889	1022.88	521.84	6			(²)	8 6	6 4	(²)	(²)	(²)		
655	Mar. 30, 1887	122.91	224.70	6	65,417	104.50	1	12 10	8 11	2	1	2		
1,168	July 1, 1889	5423.05	1920.48	6	17,791	113.68	1	11 8	6 7	1	1	1		
		122.28	75.24	6	17,791	-----	1	10 0	7 0	1	1	1		
247	Apr. 1, 1890	3514.3	3612.9	6	40,952	130.84	1	9 4	6 3	1	1	1		
				6			1	10 0	6 8					
464	July 1, 1889	6815.60	1315.60	6	27,884	93.70	1	12 11	9 2	1	1	1		
		11815.60	7115.60	6	27,884			12 0	8 6	2	1	2		
21,932	July 1, 1889	6825.20	1325.20											
1,765	July 1, 1889	11825.20	7125.20											
7,761	July 1, 1889	6826.14	1326.14											
		11823.16	7125.41											
177	July 1, 1888	6816.28	1316.28											
		11817.26	7120.35											
81	Oct. 15, 1886	119.69	2.21	6	40,609	129.74	1	15 0	8 4	1	1	1		
				6			1	14 9	8 7					
1,077	July 1, 1889	1625	1525	6	37,103	118.92	1	10 5	6 1	1	1	1		
		225.09	126.36	6	13,202	42.18	1	16 2	7 6	1	1	1		
1,110	July 1, 1890	47315.58	47415.37	6	81,380	130	1	20 0	8 3					
213	July 1, 1890	219.23	120.83	6			10	20 6	8 6					
628	July 1, 1890	40119.20	40218.55	7	59,692	111.77	1	13 3	7 6	2	1	2		
165	July 1, 1890	40122.20	40222.20	14			1	12 9	8 0					
802	July 1, 1886	6611.71	65 9.05	6	35,432	113.20	1	17 10	9 5	1	1	1		
318	July 1, 1890	6611.71	65 9.05	6			10	18 8	9 3					
1,410	July 1, 1885	1812.01	1710	6	63,433	101.33	1	19 0	8 8	2	1	2		
312	July 1, 1885	1811.57	1711.28				1	16 0	8 8					
1,669	July 1, 1887	1823	1720.89	6	83,696	133.70	1	30 62	9 44	2	1	2		
				6			1	21 12	0 4					
992	July 1, 1887	623.61	525.90	6	169,369	135.49	1	21 1	9 64					
				6			2	14 71	7 72					
1,351	July 1, 1887	625.29	523.72				3	22 4	9 34	104	1	108		
1,775	July 1, 1887	623.68	520.85	6	130,271	138.73	2	24 8	9 34	203	1			
		2427.45	123.61											
2,640	July 1, 1887	825.14	123.19											
		828.50												
391	July 1, 1884	212.25	310.35	6	31,444	100.46	1	15 3	6 9	1	1	1		

¹⁴ See Fort Smith, Ark., and Leland, Miss., R. P. O.¹⁵ Reserve.¹⁶ 1 mile covered by the Salisbury and Knoxville R. P. O.¹⁷ Balance of route covered by the Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O. (185.54 miles), and by Milwaukee and Ragby Jet., Wis., pouch service (26.71 miles). (See Table C.)¹⁸ North Division, Ashland to Appleton, Wis. (270.99 miles).¹⁹ 1 helper between Antigo and Appleton, Wis.²⁰ Balance of route (23.01 miles) covered by Eland and Wausau, Wis., pouch service. (See Table C.)²¹ Lap service between Antigo and Appleton, Wis. (80.59 miles).²² South Division, Antigo to Milwaukee, Wis. (208 10 miles).²³ Balance of route (7.33 miles) covered by Two Rivers and Manitowoc, Wis., pouch service. (See Table C.)

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Ashland, Wis., and St. Paul, Minn.	10	184.23	Ashland, Ashland Jct., Wis. (C., St. P., M. and O.). Ashland, Ashland Jct., Hudson, Wis. (C., St. P., M. and O.). Hudson, Wis., St. Paul, Minn. (C., St. P., M. and O.).	25082 15028 (part) 25080 (part)	4.63 180.90 (²)
Ashley and Muskegon, Mich...	9	96.24	Ashley, Muskegon, Mich. (T. S. and M.)...	24076	96.24
Ashtabula, Ohio, and New Castle, Pa.	5	81.13	Ashtabula, Ohio, Mahoningtown, Pa. (Penna. Co.). Mahoningtown, Pa., New Castle, Pa. (Penna. Co.).	21044 8044 (part)	78.81 (²)
Ashtabula and Youngstown, Ohio. ⁷	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.).	8045 (part)	(²)
Astor and Leesburgh, Fla.	4	40.60	Andover, Youngstown (L. S. and M. S.)... Astor, Eustis, Fla. (Fla. South Ry.).....	21062 16008 (part)	39.20 37.10
Atchison and Lenora, Kans. ¹² ..	7	294.52	Fort Mason, Leesburgh, Fla. (Fla. South Ry.) Atchison, Waterville, Kans. (C. Boh. U. P.). Waterville, Greenleaf, Kans. (C. Boh. U. P.). Greenleaf, Concordia, Kans. (C. Boh. U. P.). Concordia, Lenora, Kans. (C. Boh. U. P.)..	11 16014 (part) 33003 33021 33022 33026	18.80 190.26 13.11 43.19 138.70
Atchison and Topeka, Kans.	7	51.11	Atchison, Topeka, Kans. (A. T., and S. F.).	16 23010 (part)	50.70
Atchison Junction, Mo., and Atchison, Kans.	7	29.24	Atchison Junction, Mo., Atchison, Kans. (C. R. I. and P.).	28032	29.24
Athens and Macon, Ga.	4	106.77	Athens, Macon, Ga. (Cov. and Mac. R. R.).	15052	106.07
Athens and Union Point, Ga. ...	4	40.48	Athens, Union Point, (Ga. R. R.).....	15057	40.48
Atbol and Springfield, Mass. ...	1	48.34	Atbol, Springfield, Mass. (Boa. and Alb'y.).	3068	47.93
Atlanta, Ga., and Birmingham, Ala.	4	167.88	Atlanta, Ga., Birmingham, Ala. (R. and D. R. R.).	15042	167.54
Atlanta and Brunswick, Ga.	4	278.37	Atlanta, Brunswick, Ga. (E. T. V. and G. R. R.).	15013 (part)	277.76
Atlanta and Fort Valley, Ga. ...	4	106.14	Atlanta, Fort Valley, Ga. (A. and F. R. R.).	15066	104.53
Atlanta, Macon and Montgomery.	4	236.91	Atlanta, Macon, Ga. (Cent. R. R.)..... Macon, Ga., Eufaula, Ala. (S. W. R. R.)...	15012 15016	103 144.02
Short run ¹⁰ .....	...	210.41	Eufaula, Montgomery, Ala. (M. and E. R. R.).	17003	80.57
Atlanta, Ga., and Montgomery, Ala.	4	173.33	Atlanta, West Point, Ga. (A. and W. Pt. R. R.). West Point, Ga., Mont. Ga. (W. R. R. of Ala.)	15068 17001	87.02 86.60
Attalla and Anniston, Ala.	4	35.99	Attalla, Anniston, Ala. (Ann. and Cin. R. R.)	17035	35.99

¹ Balance of route (21.21 miles) covered by Bayfield and Ashland Junction, Wis., pouch service. (See Table C².)

² In reserve.

³ Distance (19.60 miles) covered by St. Paul, Minn., and Elroy, Wis., R. P. O.

⁴ 1 clerk alternates as relief clerk between this line and the Toledo and Allegan R. P. O., giving each clerk one week off in four.

⁵ 1 car in reserve.

⁶ Covered by Erie and Pittsburgh R. P. O. (second division), 2.20 miles.

⁷ Runs on route 8045, Ashtabula to Andover, Ohio (24.50 miles).

⁸ Shown in report of Oil City and Ashtabula R. P. O. in connection with the Oil City and

Ashtabula R. P. O. gives double service between Ashtabula and Andover, Ohio, daily except Sunday.

⁹ 1 car held in reserve.

¹⁰ Remainder of route, 7.43 miles, Eustis to Lane Park, closed-pouch service (Table C²).

¹¹ Remainder of route (66.96 miles) reported as Palatka and Punta Gorda R. P. O.

¹² Reported last year as daily service only. Additional six times per week service between Atchison and Downs, Kans., established December 23, 1889.

¹³ 1 helper on trains 403 and 404.

¹⁴ Second clerk in crews on trains 401 and 402 perform all service upon Downs and Stockton, Kans., R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments. ¹	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
861	July 1, 1887	61	25.80	62	18.42	6	115,322	122.81	1	21 11	9 4	3	1	3
1,142	July 1, 1887	61	24.01	62	25.46				1	24 0	9 2½			
3,000	July 1, 1887	61	21.88	62	22.73				1	22 0	9 4			
296	Mar. 12, 1888	44	28.77	41	26.15	6	60,246	165.06	1	15 0	8 0	42	1	2
329	July 1, 1888	24	21.28	23	20.55	6	50,787	81.13	1	11 2	6 9	2	1	2
1,824	July 1, 1889	24	27.50	23	22	6				20 0	9 0			
826	July 1, 1889	10	30.60	5	22.61	6			1	17 8	8 0			
394	July 1, 1888	6	28.72	5	27.03	6	40,502	129.40	1	17 4	9 0	1	1	1
308	Feb. 15, 1886	31	11.60	34	13.50	6	25,344	81.20	1	8 0	7 2	1	1	1
1,141	July 1, 1888	32	12.05	33	12.50	6								
4,127	July 1, 1890	403	21.41	404	23.96	6	1267,892	128.60	3	22 6	9 1½	3	1	12
2,454	July 1, 1890	401	20.52	402	22.22	7	214,999	147.20	1	29 4	9 4½	4	1	2
2,518	July 1, 1890	403	24.40	404	22.90	6			1	20 0	9 0			
1,807	July 1, 1890	401	21.08	402	20	7								
21,367	July 1, 1890	403	23.83	404	23.83	6								
		401	21.72	402	22.66	7								
		403	21.28	404	22.65	6								
		401	20.44	402	20.44	7								
		101	27.53	102	26.41	7	37,310	162.22	17	23 0	9 3½	1	1	1
608	July 1, 1887	51	23.29	52	25.07	6	18,304	(18)	(19)	34 9	9 2			(19)
268	Sept. 4, 1889	50	20.7	51	20.4	6	66,624	106.77	1	16 3	8 5	2	1	2
408	July 1, 1888	52	13.7	53	12.6	6	25,259	80.96	1	20 0	8 8			
209	July 1, 1889	475	23.30	472	21.23	6	30,260	96.68	1	10 6	6 3	1	1	1
						6			1	10 11	6 4	1	1	1
2,071	July 1, 1888	50	23	51	24.8	7	122,552	111.92	1	9 6	6 4			
						7			2	40 0	8 6	2	1	5
1,026	July 1, 1888	13	34.8	14	24	7	406,047	139.19	6	30 0	8 6			(20)
		11	34	12	24	7						8	1	8
166	July 1, 1889	1	21.3	2	23	6	65,607	105.14	1	25 0	9 3			
						6			1	6 9	8 3	2	1	2
8,130	July 1, 1888	2	28.8	13	24.2	7	238,644	163.46	1	18 6	7 0			
		12	25.7	11	25.7	7			3	50 0	9 0	4	2	14
2,645	July 1, 1888	5	26.4	6	24.3	7								
		7	23.6	8	29.5	7								
1,607	July 1, 1888	5	26.4	6	24.3	7	153,599	140.27	3	24 8	9 0	3	1	
12,968	July 1, 1888	50	27.67	51	27.5	7								
		52	30.8	53	31	7								
12,293	July 1, 1888	50	27.6	51	27.5	7	253,061	138.66	4	50 0	9 4	5	2	13
		52	30.8	53	31	7								
831	July 1, 1889	1	20	2	20	6	222,457	71.98	1	9 0	8 6	1	1	1

¹⁷ 7.58 miles of route 33021 between Washington and Greenleaf, Kans., covered by closed-pouch service. (See Table C.)

¹⁸ 579.75 miles of route 33010 between Topeka, Kans., and Pueblo, Colo., covered by Kansas City, Mo., and Pueblo, Colo., R. P. O. Leavenworth and Topeka, Kans., R. P. O.; also runs over route 33010 between Meriden Junction (n.o.) and Topeka, Kans. (10.20 miles).

¹⁹ 2 in reserve.

²⁰ Service on this line performed by helpers on Trenton, Mo., and Leavenworth, Kans., R. P. O.

²¹ Baggage-car. No mail apartment.

²² 1 reserve car.

²³ Reserve car.

²⁴ 2 reserve cars.

²⁵ 2 transfer clerks, Birmingham, Ala.

²⁶ Remainder of route (74.27 miles) shown as Chattanooga, Rome, and Atlanta. Cars used also by Chattanooga, Rome and Atlanta R. P. O.

²⁷ Short run, Atlanta to Albany; trains 12-7, 8-11.

²⁸ 1 detailed to superintendent's office; 1 detailed as transfer clerk, Albany, Ga.; 1 helper.

²⁹ 2 detailed as printers for fourth division; 1 detailed to superintendent's office, fourth division.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Auburn and Harrisburg, Pa.	2	58.92	Auburn, Harrisburg, Pa. (P. and R.)	8028	50.18
Auburn and Lincoln, Nebr.	6	76.84	Auburn, Weeping Water, Nebr. (Mo. Pacific). Weeping Water, Lincoln, Nebr. (Mo. Pacific).	83040 (part) 34040	43.01 35.11
Augusta and Atlanta, Ga.	4	171.59	Augusta, Atlanta, Ga. (Georgia R. R.)	15004	171
Augusta and Millen, Ga.	4	55.45	Augusta, Millen, Ga. (Cent. R. R.)	15005	54.98
Augusta and Portland, Me.	1	63.39	Augusta, Portland, Me. (Me. Cen.)	(part) (*)	(*)
Augusta and Port Royal, S. C.	4	112.99	Augusta, Ga., Port Royal, S. C. (P. R. and Aug. Ry.).	14010	112.54
Augusta and Sandersville, Ga.	4	81.41	Augusta, Sandersville, Ga. (Aug., Gib. & Sand. R. R.).	15048	81.16
Aurora and Arcadia, Nebr.	6	90.78	Aurora, Central City, Nebr. (Rep. Valley). Central City, Arcadia, Nebr. (B. and M. R. in Nebr.).	*34011 (part) 34049	19.25 71.07
Austin, Minn., and Ottumwa, Iowa.	6	220	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. P.). Mason City, Oskaloosa, Iowa (Iowa Central). Oskaloosa, Hedrick, Iowa (Iowa Central) ..	28012 *27010 (part) 23068 (part) 27047 (part) 6093 (part) 24054	41.33 146.10 (*) (*) (*) (*) (*)
Babylon and New York, N. Y. ¹	2	37.36	Babylon, Long Island City, N. Y. (L. I.) ..	6093 (part) 24054	(*) (*) 68.23
Bad Axe and East Saginaw, Mich.	9	68.23	Bad Axe, East Saginaw, Mich. (S., T. and H.).	24026	74.99
Baldwin and Grand Rapids, Mich.	9	74.70	Baldwin, Grand Rapids, Mich. (C. and W. M.).	10003	*263.70
Baltimore, Md., and Grafton, W. Va.	3	294.49	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio).	(part) (*)	(*)
Baltimore, Md., and Lexington, Va.	3	257.17	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio). Harper's Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	*10003 (part) 12001	95 165.38
Baltimore, Md., and Martinsburgh, W. Va.	3	100.95	Baltimore, Md., Harper's Ferry, W. Va. (Balto. and Ohio). Harper's Ferry, Martinsburgh, W. Va. (Balto. and Ohio).	*10017 (part) *10003	81.49 18.69
Baltimore, Md., and Roanoke, Va.	3	326.43	Baltimore, Hagerstown, Md. (Western Md.). Hagerstown, Md., Roanoke, Va. (Shen. Valley).	10006 (part) 11021	(*) (*) 239.76
Baltimore, Md. and Washington, D. C.	3	43.03	Baltimore, Md., Washington, D. C. (Balto. and Potomac.)	10013	(*)
Baltimore and Williamsport, Md.	3	95.61	Baltimore, Williamsport, Md. (Western Md.).	10006	92.75

¹ Balance of route (123.41 miles) covered by Omaha, Nebr., and Kansas City, Mo., R. P. O.

² Reserve car.

³ 1 detailed superintendent's office; 1 transfer clerk Augusta.

⁴ Balance of route covered by Bangor and Boston R. P. O. (74.21 miles).

⁵ Covered by Bangor and Boston R. P. O. (62.94 miles).

⁶ Balance of route (22.75 miles) covered by Lincoln and Crawford, Nebr., R. P. O.

⁷ Reserve.

⁸ 3 helpers between Mason City and Ottumwa, Iowa.

⁹ Balance of route (Oskaloosa to Albia (24.05 miles) covered by closed pouches. (See Table C.)

¹⁰ Distance (20.1 miles) covered by Peoria, Ill., and Oskaloosa, Iowa, R. P. O.

¹¹ Distance (13.50 miles) covered by Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.

¹² Short run Sag Harbor and New York R. P. O.

¹³ 37 miles covered by Sag Harbor and New York R. P. O.

¹⁴ Clerk alternate with Sag Harbor and New York clerks.

¹⁵ Clerk shown on Sag Harbor and New York R. P. O.

¹⁶ 91.80 miles covered by the Grafton and Wheeling R. P. O., and 1.83 miles covered by the Grafton and Chicago R. P. O. between Benwood Junction (n.o.), W. Va., and Bellairs, Ohio.

¹⁷ 1 chief clerk and 4 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington, D. C.; 2 transfer clerks at Cumberland, Md.; 1 transfer clerk at Grafton, W. Va.; 6 detailed to the office of General Superintendent E. M. S.; 3 detailed to Post-Office Department; 1 de-

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.		Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.	Number of crews.	Number of clerks to crew.	
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
268 July 1, 1889		2130.25	632.17	6			36,884	119.68	1	8 0	6 6	1	1	1
1,356 July 1, 1890		35027.68	26027.27	7			56,093	153.68	1	16 4	6 10	1	1	1
928 July 1, 1890		35023.47	30023.47											
3,618 July 1, 1888		125.9	223.6	7			250,517	114.89	2	18 10	9 2	6	1	8
762 July 1, 1888		322.8	423.4	7					1	22 6	8 8			(2)
19,168 July 1, 1889		223.6	325.5	6			34,600	110.90	1	24 6	9 0	1	1	1
405 July 1, 1888		44.30	2528.84	6			39,682	128.78	1	16 6	6 6	1	1	1
181 July 1, 1888		7 19	821.3	6			70,731	112.99	2	15 6	6 6	2	1	2
1,932 July 1, 1888		211.6	111.6	6			50,800	162.82	1	8 0	6 0	1	1	1
458 July 1, 1890		4925.00	5028.80	6			56,797	181.46	1	14 0	7 2	1	1	1
529 July 1, 1887		4924.74	5028.04						1	9 7	6 7			
1,652 July 1, 1887		1229.85	1329.85	6			137,720	110	2	23 0	9 6	4	1	97
287 July 1, 1887		227.24	126.42						1	22 0	8 11			
896 Mar. 19, 1888		230	127											
241 Mar. 30, 1887		1425.51	3326.42	6			23,387	119.43	2	14 8	6 8	1	1	(18)
838 July 1, 1888		123.69	422.63	6			42,712	136.46	1	7 0	6 0	1	1	1
34,770 July 1, 1889		4624.13	4520.76	6			46,762	149.40	1	11 1	9 0	1	1	1
1,678 July 1, 1889		130.82	633.25	7			214,978	147.24	13	60 0	9 0	4	2	1754
2,272 July 1, 1889		329.63	431.09	7			214,978	147.24				4	3	
34,770 July 1, 1889		533.99	240.98	7			214,978	147.24				4	3	
1,678 July 1, 1889		1725.71	1835.69	6			160,988	128.58	2	21 1	8 11	4	1	186
2,272 July 1, 1889		41725.37	41623.65											
34,770 July 1, 1889		1323.52	1420.79	6			63,195	100.95	1	17 10	8 5	2	1	2
3,263 July 1, 1889		1327.90	1425.95											
1,905 July 1, 1889		128.54	2229.69	7			63,510	87	232	44 6	9 0	2	1	248
8,433 July 1, 1889		324.97	225.41				174,777	79.80	1	40 2	8 9			
3,263 July 1, 1889		9926.90	5223.02	6			26,937	86.06	1	14 9	8 7	1	1	1
		2321.46	823.64	6			58,600	93.61	1	14 7	8 6			
									1	20 4	8 3	2	1	2
									1	16 0	8 0			
									231	19 10	8 3			

tailed to office of superintendent third division R. M. S. 2 helpers perform service in the Baltimore and Lexington R. P. O. from Baltimore to Washington Junction (n. o.), Md., and from the latter point to Martinsburgh, W. Va., on Baltimore and Grafton train, 5 returning on train 6. See Grafton and Chicago R. P. O. Cars on trains 1, 2, 3, and 4 in use between Baltimore, Md., and St. Louis, Mo.; 8 in reserve.

¹⁰ 96 miles, Baltimore, Md., via Washington, D. C., to Harper's Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

¹¹ 1 helper Harper's Ferry, W. Va., to Staunton, Va. (126 miles), and 1 Baltimore to Washington Junction (n. o.), Md., and from that point to Martinsburgh, W. Va., and return (114.20 miles), in Baltimore and Grafton R. P. O. trains 5 and 6.

¹² 81.49 miles covered by the Baltimore and Winchester R. P. O.

¹³ 18.60 miles covered by the Baltimore and Grafton R. P. O.

¹⁴ 86.60 miles covered by the Baltimore and Washington R. P. O.

¹⁵ Full cars in use over the entire line, but are paid for by the Department only over route 10006.

¹⁶ Line divided at Hagerstown, Md., 2 clerks with 2 helpers performing the service between Baltimore and Hagerstown, Md. (87 miles), and 6 clerks performing the service between Hagerstown, Md., and Roanoke, Va. (239.42 miles).

¹⁷ 41.70 miles covered by the New York and Washington R. P. O.

¹⁸ Reserve cars.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division	Distance run by clerks, register to register	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Baltimore, Md., and Winchester, Va.	3	114.11	Baltimore, Md., Harper's Ferry, W. Va. (Balto. & Ohio). Harper's Ferry, W. Va., Winchester, Va. (Balto. & Ohio).	10017 12001	81.40 (¹)
Bangor and Bar Harbor, Me.	1	51	Bangor, Mt. Desert Ferry, Me. (Me. Cen.)	24	43.27
<i>Bangor, Me., and Boston, Mass.</i>	1	245.90	Bangor, Portland, Me. (Me. Cen.)	6	137.15
			Portland, Me., Boston, Mass. (Bost. and Me.)	3001	100.35
Bangor and Bucksport, Me.	1	20.07	Bangor, Bucksport, Me. (Me. Cen.)	13	20.53
Batavia and Buffalo, N. Y.	2	47.39	Batavia, Tonawanda, N. Y. (N. Y. C. and H. R.). Tonawanda, Buffalo, N. Y. (N. Y. C. and H. R.).	6014 (part) 6016 (part)	26.01 (²)
Bath and Lewiston, Me.	1	23.47	Bath, Brunswick, Me. (Me. Cen.)	11	(³)
			Brunswick, Lewiston, Me. (Me. Cen.)	93 (part)	15.03
Battle Creek, Mich., and Goshen, Ind.	9	70.77	Battle Creek, Sturgis, Mich. (St. L., S. & B. C.). Sturgis, Mich., Goshen, Ind. (C. & St. L.) . .	24082 22056	41.90 29.21
Bayard and New Philadelphia, Ohio.	5	32.34	Bayard, New Philadelphia, Ohio (Penna. Co.).	21008	32.33
Bay City and Jackson, Mich.	9	115	Bay City, Jackson, Mich. (Mich. Cent.) . . .	24009	115.36
Bay City, Wayne, and Detroit, Mich.	2	121.41	Bay City, East Saginaw, Mich. (F. and P. M.). East Saginaw, Wayne, Mich. (F. and P. M.). Wayne, Detroit, Mich. (Mich. Cent.)	24048 1224015 (part) 24006 (part)	13.24 (¹²) (¹⁴)
Beardstown and Shawneetown, Ill.	6	228.35	Beardstown, Shawneetown, Ill. (Ohio and Miss.).	23033 (part)	229.08
Beaumont and Anthony, Kans.	7	117.11	Beaumont, Anthony, Kans. (St. L. and S. F.).	33040	117.11
Bedford and Switz City, Ind.	5	41.54	Bedford, Switz City, Ind. (Louis. N. Albany and Chic.).	22036	41.53
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham, Me. (Me. Cent.)	4	33.44
Bellaire and Zanesville, Ohio	5	112.49	Bellaire, Zanesville, Ohio (Bell., Zanes. and Cin.).	21063	112.46
Belle Plaine and Muchakinoek, Iowa.	6	63.90	Belle Plaine, Muchakinoek, Iowa (Chic. and No. West.).	27049	64.08
Bellevue and Cascade, Iowa.	6	36.32	Bellevue, Cascade, Iowa (Chic., Mil. and St. P.).	27053	36.40
Belleville and Junction City, Kans. ¹¹	7	80.94	Lawrenceburgh, Belleville, Kans. (J. C. and Ft. K.). Junction City, Lawrenceburgh, Kans. (U. P.).	33044 1033015 (part)	17.13 63.90
Bellwood and Punxsutawney, Pa.	2	58.30	Bellwood, Irvona, Pa. (Pa. and N. W.).	8087	55.33
			Irvona, Punxsutawney, Pa. (Pa. and N. W.).	8165 (part)	33.40 (¹⁵)

¹ 32 miles covered by the Baltimore and Lexington R. P. O.² This clerk registers at Bar Harbor, Me.³ 1 clerk detailed as chief clerk, Portland, Me.; 1 clerk as assistant to chief clerk at Portland, Me.; 2 clerks detailed to superintendent's office; 2 clerks detailed as transfer clerks (1 at Portland and 1 at Bangor, Me.); 2 clerks as short stops between Portland, Me., and Boston, Mass. (108.80 miles).⁴ Reserve cars.⁵ Balance of route, 51.33 miles, covered by Can. & Batavia R. P. O.⁶ 11 miles covered by Suspension Bridge and Buffalo R. P. O.⁷ Cars and clerks shown on route No. 6014.⁸ Covered by Rockland and Portland R. P. O. (9.21 miles).⁹ Balance of route covered by Farmington and Portland R. P. O. (36.30 miles), and closed-pouch service between Leeds Jct. and Lewiston, Me. (16.50 miles). See Table C.¹⁰ Clerk makes two round trips daily, except Sunday.¹¹ Double service daily except Sunday.¹² Runs over route 24015, East Saginaw to Wayne,

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg. speed (miles).	Train No. inward.	Avg. speed (miles).					Length.	Width.			
Lbs.										Fe. In.	Fe. In.			
2,272	July 1, 1889	19 24.73		20 24.12		6	71,433	114.11	1	21 0	8 0	2	1	2
1,678	July 1, 1889	419 24.93		420 27.42										
1,447	July 1, 1889	115 13.45		114 11.88		6	31,926	102	1	15 0	6 7	1	1	1
19,166	July 1, 1889	61 28.01		11 28.43		6	153,933	122.96	1	60 0	9 1	4	4	40
28,932	July 1, 1889	2 24.16		71 22.14		7	179,507		1	60 0	9 1	4	4	
		64 28.87		11 24.06					1	60 0	9 1			
		2 24.99		71 27.07					1	60 0	9 1			
									1	59 6	9 1			
									1	40 2	9 1			
850	July 1, 1890	101 19.70		100 16.88		6	12,563	80.28	1	16 2	6 10	1	1	1
		103 15.15		106 18.88		6	12,563							
837	July 1, 1889	1 16		02 13.50		6	29,666	94.78	1	6 6	6 6	1	1	1
12,047	July 1, 1889	1 17.83		02 17.83		6			(¹)	(¹)	(¹)	(¹)	(¹)	(¹)
2,905	July 1, 1889	55 26.10		62 26.10		6	17,822	113.88	1	16 0	6 7	1	1	1
		65 28.99		74 30.70		6	17,822							
1,078	July 1, 1889	55 21.28		62 23.28										
		65 25.88		74 24.24										
301	Mar. 4, 1889	1 17.74		4 23.88		6	44,302	141.54	1	15 6	6 11	1	1	1
88	Mar. 4, 1889	1 13.33		4 24.77		6								
561	July 1, 1888	51 22.60		52 12		6	20,245	129.36	1	20 0	9 0	1	1	1
		53 16.05		54 22.60		10 6	20,245							
2,126	July 1, 1888	72 28.35		71 26.35		11 6	71,990	115	1	18 11	9 2	4	1	4
		74 26.35		73 24.91		6	71,990		1	16 10	8 5			
1,339	July 1, 1888	405 25.16		402 25.16		6								
2,941	July 1, 1888	5 27.25		2 28.33		6	76,003	121.41	1	22 0	8 11	2	1	(¹⁵)
17,799	July 1, 1888	42 27		33 27		6								
417	July 1, 1887	20 21.78		21 20.34		6	142,947	114.17	1	16 8	9 3	4	1	4
		22 18.12		23 18.50					1	15 0	9 0			
									1	14 3	8 10			
427	July 1, 1890	3 23.70		4 23.70		7	85,490	117.11	1	12 0	7 0	2	1	2
132	July 1, 1888	62 11.28		61 9		6	26,004	83.08	1	7 0	5 0	1	1	1
									1	6 5	5 0			
980	July 1, 1889	132 12.93		131 17.26		6	21,252	135.80	1	15 1	6 7	1	1	1
		134 14.70		133 12.93		6	21,252							
424	July 1, 1888	1 14.77		2 14.30		6	70,419	112.49	1	11 0	5 9	2	1	2
									1	12 0	8 0			
									1	10 0	8 0			
329	July 1, 1887	101 20.12		102 20.88		6	39,375	125.80	1	12 2	7 5	1	1	1
159	July 1, 1887	25 10.17		26 9.09		6	22,736	72.64	1	8 6	6 6	1	1	1
478	July 1, 1890	252 28.20		251 28.20		7	54,369	161.88	1	17 3	7 6	1	1	1
									1	17 4	6 11			
851	July 1, 1890	252 30.43		251 29.17		7								
637	July 1, 1889	7 18.36		16 19.05		6	28,496	116.60	1	14 0	8 6	1	1	1
									1	6 6	6 6			
438	July 1, 1889	7 19.35		16 21.93		6			(¹⁶)	(¹⁶)	(¹⁶)	(¹⁶)	(¹⁶)	(¹⁶)

Mich., 90.50 miles, and in connection with the Ludington and Toledo R. P. O. gives double service between these points daily, except Sunday. Also runs on route 24006, Wayne to Detroit, Mich., 18.16 miles.

¹² Shown in report of Ludington and Toledo R. P. O.

¹³ Shown in report of Detroit and Chicago R. P. O.

¹⁴ Clerks appointed to the Ludington and Toledo R. P. O.

¹⁵ In reserve.

¹⁷ Reported last year as Concordia and Junction City. Increased distance, 10.77 miles; in effect February 6, 1890.

¹⁸ 6.87 miles of route, 33015, between Lawrenceburg and Concordia, Kans. Covered by closed-pouch service. (See Table C.)

¹⁹ 3.77 miles covered by closed pouch service. (See Table C.)

²⁰ Cars and clerks are shown on route No. 8087.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunkachunk, Trenton, N. J. (Penna.) .. Trenton, N. J., Philadelphia, Pa (Penna.) ..	7008 7004 (part)	67.80 (?)
Bennington, Vt., and Chatham, N. Y.	2	57.79	Bennington, Vt., Chatham, N. Y. (Leh. Sp'gs).	6054	57.62
Benson, Minn., and Huron, S. Dak.	10	163.39	Benson, Minn., Watertown, S. D. (St. P. M. and M.). Watertown, Huron, S. D. (Dul., Wat. and Pac.).	26002 35038	92.75 70.57
Benson and Nogales, Ariz.	8	88.50	Benson; Nogales, Ariz. (New Mex. and Ariz.).	40002	88.50
Benton Harbor, Mich., and Anderson, Ind.	5	164.96	Benton Harbor, Mich., Anderson, Ind. (Cin., Wab. and Mich.).	22022	165.09
Berlin and Salisbury, Md.	2	22.86	Berlin, Salisbury, Md. (Balt. and E. S.) ..	10009 (part)	23.83
Bethany Junction, Iowa, and Grant City, Mo.	6	44.28	Bethany Jo. (n. o.) Iowa, Grant City, Mo. (Chl., Bur. and Qcv.).	27006 (part)	44.23
Bethlehem and Philadelphia, Pa.	2	57.60	Bethlehem and Philadelphia, Pa. (P. and R.).	8004	56.01
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chl. and Alton).	23018	111.23
Big Rapids and Detroit, Mich. ¹⁰	9	190.70	Big Rapids, Ionia, Mich. (D. L. and N.) Ionia, Detroit, Mich. (D. L. and N.)	24016 24017 (part)	68.06
Big Rapids and Holland, Mich. ¹⁰	9	91	Big Rapids, Holland, Mich. (C. and W. M.).	24022	91.63
Binghampton and New York, N. Y.	2	208.70	Binghampton, N. Y., Washington, N. J. (D., L. and W.). Washington, Denville, N. J. (D., L. and W.). Denville, Hoboken, N. J. (D., L. and W.).	8019 7013 (part)	140.50 ¹⁰
Birmingham and Blockton, Ala.	4	51.68	Birmingham, Blockton, Ala. (Birm. Min. R. R.).	7028 17037	54.30 54.68
Birmingham, Ala., and Greenville, Miss.	4	292.35	Birmingham, Ala., Greenville, Miss.	18005	292.35
Birmingham, Ala., and Memphis, Tenn.	4	251.60	Birmingham, Ala., Memphis, Tenn. (K. C., M. and B. R. R.).	18021	251.60
Bluefield, W. Va., and Honaker, Va.	3	57.40	Bluefield, W. Va., Graham, Va. (Norfolk and Western). Graham, Honaker, Va. (Norfolk and Western).	11063 (part)	¹⁰
Bluffs, Ill., and Hannibal, Mo.	6	50.01	Bluffs, Ill., Hannibal, Mo. (Wabash)	23025	50.30
Bolivar and Springfield, Mo. ...	7	40.05	North Springfield (Sta. A. Springfield), Bolivar, Mo. (St. L. and S. F.).	28038	40.05
Boone and Des Moines, Iowa. ...	6	43.30	Boone Des Moines, Iowa (St. L., D. M. and North.).	27081	43.06
Boston, Mass., and Albany, N. Y.	1	203.25	Boston, Mass., Albany, N. Y. (Bos. and Alb'y.)	3025	201.41
Boston, Mass., and Cape Cod (n. o.).	1	120.81	Boston, So. Braintree, Mass., (Old Col.) ... So. Braintree, Middleboro', Mass. (Old Col.). Middleboro', Provincetown, Mass. (Old Col.).	3038 3039 (part) 3041	11.36 23.19 86.38

¹ The clerk runs through to Manunkachunk.² 34.01 miles covered by New York and Washington R. P. O.³ Cars and clerks are shown on route No. 7008.⁴ 1 reserve car.⁵ 7.19 miles covered by closed-pouch service. (See Table C^a.)⁶ Balance of route (49.68 miles), covered by Des Moines, Iowa and St. Joseph, Mo., R. P. O.⁷ Distance on trains 308, 305, 315, 57.60 miles; on trains 301, 310, 314, 57.36 miles.⁸ 1 helper.⁹ Triple daily service except Sunday.¹⁰ In reserve.¹¹ Full car.¹² Reserve.¹³ Runs on route 24017, Ionia to Detroit, Mich. (122.80 miles), and with Howard City and Detroit R. P. O. gives double service between these points daily except Sunday.¹⁴ Shown in report of Howard City and Detroit R. P. O.¹⁵ 1 clerk assigned as helper between Detroit and Howell, Mich., in the Howard City and Detroit R. P. O.¹⁶ In connection with the Muskegon and Allegan

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
1,949	July 1, 1889	573	28.73	554	31.38	6	64,190	205.08	1	12 5	8 7	1	1	1
201,812	Oct. 8, 1888	49	23.71	54	24.57	6	.....	.....	(²)	(²)	(²)	(²)	(²)	(²)
476	July 1, 1889	8	14.23	8	19	6	36,177	115.58	1	14 0	7 0	1	1	1
422	July 1, 1889	51	16.02	52	14.47	6	102,282	163.39	1	22 1	9 4	2	1	2
540	July 1, 1890	55	15.44	56	15.44				1	22 2	9 4			
686	July 1, 1890	1	13.72	2	12.53	7	64,605	88.50	42	20 0	9 2	2	1	2
767	July 1, 1888	1	26.86	2	26.30	6	103,265	164.96	2	15 8	9 0	2	1	2
135	July 1, 1889	1	15.33	2	14.52	6	14,986	47.72	2	9 8	4 1	1	1	1
991	July 1, 1887	118	11.25	117	12.56	6	27,719	88.56	1	20 0	9 1	1	1	1
7,020	July 1, 1889	308	27.31	301	25.88	6	35,982	114.96	1	15 0	9 6	1	1	2
		310	26.25	315	26.88	6	35,982	.....	1	20 0	9 6	1	1	
		314	26.88	305	26.88	6	35,982	.....	1	20 0	9 6	1	1	
1,333	July 1, 1887	6	25.89	5	25.88	6	69,330	110.75	11	15 0	9 6	2	1	2
828	July 1, 1888	50	24.54	53	25.31	6	119,378	127.13	11	40 0	8 9	2	1	2
2,640	July 1, 1888	6	28.34	5	26.31	6	.....	.....	11	25 8	8 9	3	1	4
1,079	July 1, 1888	28	15.55	21	15.55	6	56,966	91.00	1	15 0	9 0	2	1	2
4,589	July 1, 1889	2	27.11	1	25.40	6	130,646	139.13	173	20 9	9 9	2	2	197
2,283	July 1, 1889	2	30.47	1	29.08	6	.....	.....	(²⁰)	(²⁰)	(²⁰)	(²⁰)	(²⁰)	(²⁰)
4,925	July 1, 1890	2	32.90	1	31.87	6	.....	.....	(²⁰)	(²⁰)	(²⁰)	(²⁰)	(²⁰)	(²⁰)
183	July 22, 1889	41	20	42	20	6	32,351	103.36	1	9 11	8 10	1	1	1
.....	.....	52	20	53	19.4	7	213,415	146.18	48	23 0	9 0	4	1	4
516	July 1, 1888	2	25.1	1	25.8	7	183,668	125.80	214	27 10	9 0	4	1	4
1,256	July 1, 1889	101	22.50	102	18	6	36,932	114.89	1	6 0	4 0	1	1	1
269	July 1, 1889	101	18.35	102	18.03									
1,417	July 1, 1887	43	22.22	42	24.91	6	31,306	100.02	1	12 11	7 3	1	1	1
257	July 1, 1886	46	12.23	45	12.23	6	25,071	80.10	222	12 0	7 3	1	1	1
4,806	July 1, 1887	4	12.30	3	19.11	6	27,106	86.66	1	12	8 6	1	1	1
66,641	July 1, 1889	13	25.90	10	28.53	6	127,234	101.62	2	45 0	8 9	4	3	51
		5	29.94	12	26.35	6	102,319	.....	2	58 3	8 8	4	4	4
		11	26.94	6	33.03	7	148,372	.....	2	40 0	8 9	4	4	4
14,136	July 1, 1889	39	25.02	118	18.76	6	69,243	120.81	2	39 7	8 6	2	2	11
		195	18.76	270	25.02	6	69,243	.....	1	40 0	8 6	2	2	
2,310	July 1, 1889	39	25.18	118	49.47				1	20 0	8 0	2	2	
		195	49.47	270	26.13									
3,821	July 1, 1889	39	25.95	118	25.06									
		195	26.90	270	23.89									

R. P. O. gives double service between Muskegon and Holland, Mich. (35.50 miles), daily except Sunday.

¹⁷ 1 reserve car.

¹⁸ 1 transfer clerk at Soranton, Pa.

¹⁹ 31 miles covered by N-w York, Dover and Easton R. P. O.

²⁰ (Cars and clerks shown on route 8019.

²¹ 2 reserve cars.

²² Three miles covered by the Lynchburgh and Pocahontas R. P. O.

²³ 1 in reserve.

²⁴ 1 clerk detailed as chief clerk at Boston, Mass.;

2 clerks to superintendent's office; 4 clerks as short stops between Springfield and Albany (103.81 miles).

²⁵ Extension of short run from November 17, 1889.

²⁶ Storage cars.

²⁷ 2 clerks detailed as transfer clerks at Boston, Mass.; 1 clerk as short-stop between Boston and Yarmouth Pt. (117.23 miles).

²⁸ Balance of route covered by closed-pouch service between Middleborough and Fall River (19.79 miles) (see Table C), and Boston and Newport R. P. O. (18.37 miles.)

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Boston, Clinton, and Fitchburg, Mass.	1	62.49	Boston, So. Framingham, Mass. (Bos. and Alb'y). So. Framingham, Fitchburg, Mass. (Old Col.).	¹ 3025 (part) ² 3051 (part)	(?) 40.47
Boston, Mass., and Greenville, N. H.	1	60.83	Boston, Ayer, Mass. (Fitch.) Ayer, Mass. Greenville, N. H., (Fitch.)	¹ 3021 (part) 3024	(?) 23.96
Boston, Mass., and Hopewell Junction, N. Y.	1	215.28	Boston, Mass., Hopewell Jct., N. Y. (N. Y. and N. Eng.).	5007	214.94
Boston, Mass., and Hopewell Junction, short run.	1	118.30	Boston, Mass., Hartford, Conn. (N. Y. and N. Eng.).	² 5007 (part)	(?)
Boston, Mass., and Newport, R. I. ¹⁰	1	70.64	Boston, So. Braintree Jct. (n. o.), Mass. (Old Col.). So. Braintree Junction (n. o.) Fall River, Mass. (Old Col.). Fall River, Mass., Newport, R. I. (Old Col.).	3038 3044 ¹² 3039 (part)	(11) 39.70 18.37
Boston, Mass., and New York, short run.	1	208.06	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	5005	(12)
Boston and Northampton, Mass.	1	104.71	Boston, Northampton, Mass. (Bos. and Me., Cen. Mass. Div.).	3080	104.04
Boston and Plymouth, Mass. ¹²	1	38.69	Boston, So. Braintree Jct. (n. o.) Mass. (Old Col.). So. Braintree Jct. (n. o.), Plymouth, Mass. (Old Col.).	3038 3046	(14) 26.62
Boston, Mass., and Providence, R. I. ¹⁷	1	45.01	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.).	3035	(13)
Boston, Mass., Nashua and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Me., Low. Sys.). Nashua, Keene, N. H. (Bos. and Me., Low. Sys.).	3016 1011	(17) 56.08
Boston, Mass., Providence, R. I., and New York, N. Y.	1	233.07	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.). Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.). New London, New Haven, Conn. (N. Y., N. Hav. and Hart.). New Haven, Conn., New York, N. Y. (N. Y., N. Hav. and Hart.).	3035 4002 5004 ²² 5005 (part)	43.98 64.21 51.71 9.95
Boston and South Shore (n. o.) Mass. ²⁴	1	47.59	Boston, Braintree, Mass. (Old Col. ²⁵) Braintree Jct. (n. o.), Kingston Sta. (n. o.) (Old Col. ²⁶). Kingston Sta. (n. o.), Plymouth, Mass. (Old Col. ²⁶).	²⁴ 3038 (part) 3064 ²⁶ 3046 (part)	32.20 (?)

Balance of route covered by Boston and Albany R. P. O. (180.20 miles).

² Covered by Boston and Albany R. P. O. (21.21 miles).

³ Balance of route covered by Lowell and Providence R. P. O. (21.29 miles), Lowell and Taunton R. P. O. (10.93 miles), and closed-pouch service between Taunton and New Bedford (19.47 miles). See Table C².

⁴ Balance of route covered by Boston and Troy R. P. O. (152.85 miles.)

⁵ Covered by Boston and Troy R. P. O. (36.07 miles).

⁶ 2 clerks on short run, daily average (118.30 miles); 3 clerks as helpers on both long and short runs; daily average (162.26 miles); 2 clerks as transfer clerks (1 at Boston, 1 at Hartford, Conn.).

⁷ Balance of route covered by Boston and Hopewell Junction R. P. O. (97.64 miles).

⁸ Covered by Boston and Hopewell Junction, R. P. O. (117.30 miles).

⁹ Shown in column 17, Boston and Hopewell Junction, R. P. O.

¹⁰ New service commenced April 7, 1890.

¹¹ Covered by Boston and Cape Cod R. P. O. (11.36 miles).

¹² Balance of route covered by Boston and Cape Cod R. P. O. (23.19 miles), closed-pouch service between Middleborough and Fall River, Mass. (19.79 miles).

¹³ Covered by Boston, Springfield and N. Y. R. P. O. (125.73 miles). These clerks run from Springfield to New York and back to New Haven one day, and from New Haven to Springfield and New York the next day.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks ap- pointed to line.
		Train No. outward.	A' speed (miles).	Train No. inward.	A' speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
66,641	July 1, 1889	731.03	1063	25.96	6	39,118	124.98	1	16 8	6 0	1	1	1	
1,611	July 1, 1889	728.18	1003	29.30										
8,109	July 1, 1889	122.24	451	24.87	6	37,766	120.66	1	14 8	8 10	1	1	1	
698	July 1, 1889	122.23.53	451	23.53										
6,952	July 1, 1889	127.24	228	18	6	184,734	107.61	2	20 2	8 10	4	1	11	
6,952	July 1, 1889	524.66	629	32	6	74,055	118.30	1	20 2	9 2	2	(*)	(*)	
14,136	July 1, 1889	23.29		32.16	6	10,298	141.08	1	20 2	8 8				
1,873	July 1, 1889	24		25.27					20 0	8 10	1	1	1	
3,310	July 1, 1889	26.23		24.49										
89,498	July 1, 1889	4535.40	80	24.01	6	106,840	139.31	1	16 3	6 8	3	2	(14)	
799	July 1, 1889	2528.34	58	29.29	6	95,548	104.71	1	15 6	6 8	2	1	2	
14,136	July 1, 1889	66125.60	632	31.92	6	4,023	77.38	1	25 0	9 0	1	1	1	
837	July 1, 1889	23.29		29.47	6				20 0	8 10	1	1	1	
11,963	July 1, 1889	23.74		21.17										
11,963	July 1, 1889	29.32		25.14	6	10,352	90.02	1	20 0	8 10	1	1	1	
15,018	July 1, 1889	5329.79	236	27.08	6	60,233	96.22	1	14 0	7 0	2	1	3	
851	July 1, 1889	5323.77	236	24.46										
11,963	July 1, 1889	88535.67	86		7	170,141	116.53	1	55 9	8 8	4	3	31	
15,696	July 1, 1889	71337.71	86		316	78,980		1	55 4	8 7	4	3		
16,418	July 1, 1889	88532.82	86					1	55 0	8 8				
80,496	July 1, 1889	71336.57	86					1	55 4	8 7				
14,136	July 1, 1889	88533.97	86											
549	July 1, 1889	71329.12	86											
837	July 1, 1889	88533.79	86											
		71330.30	86											
14,136	July 1, 1889	19.25		23.88	6	6,948	95.18	1	20 0	8 10	1	1	1	
549	July 1, 1889	18.50		18.04										
837	July 1, 1889	24.90		27.06										

(2 weeks on and 1 off.) Full R. P. O. service to December 22, 1889: apartment service from December, 23, 1890.

¹⁴ Shown in column 17, Boston, Springfield and N. Y. R. P. O.

¹⁵ New service, commenced May 1, 1890.

¹⁶ Covered by Boston and Cape Cod R. P. O. (11.36 miles).

¹⁷ New service, commenced February 17, 1890.

¹⁸ Covered by Boston, Providence and New York R. P. O. (43.98 miles).

¹⁹ Covered by St. Albans and Boston R. P. O. (40.62 miles).

²⁰ 4 clerks as short stops between New York and Saybrook (105.35 miles), 2 on day and 2 on

nightlines; 3 clerks detailed as transfer clerks (1 at New London, Conn., 1 at Saybrook, Conn., 1 at Providence, R. I.).

²¹ New service, commenced December 23, 1889.

²² Balance of route covered by Boston, Springfield and New York R. P. O. (62.56 miles).

²³ Covered by Boston, Springfield and New York R. P. O. (73.23 miles).

²⁴ New service commenced April 7, 1890.

²⁵ Balance of route covered by Boston and Cape Cod R. P. O. (1.41 miles.).

²⁶ Balance of route covered by Boston and Plymouth R. P. O. (22.47 miles).

²⁷ Covered by Boston and Plymouth R. P. O. (4.15 miles).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Boston and Springfield, Mass., and New York, N. Y.</i>	1	<i>Miles.</i> 235.17	Boston, Springfield, Mass., (Boa. & Alb'y). Springfield, Mass., New York, N. Y. (N. Y., N. Hav. & Hart.).	1 2025 (part) 5005	(?) 125.73
Boston, Mass., and Troy, N. Y.	1	191.04	Boston, Mass., Troy, N. Y. (Fitch.).....	3021	188.92
Boston Corners and Poughkeepsie, N. Y.	2	88.06	Boston Corners, Poughkeepsie, N. Y. (N. Y. and Mass.).	6079	37.11
Boundary Line (n. o.) and Presque Isle, Me.	1	32.	Andover, N. E., Presque Isle, Me. (New Brunswick.)	1	29.53
Boundary Line (n. o.), N. Dak. and St. Paul, Minn.	10	419.67	Neche, Fargo, N. Dak., (St. P., M. and M.) Fargo, N. Dak., Moorhead, Minn. (St. P., M. and M.). Moorhead, Minn., Wahpeton, N. Dak. (St. P., M. and M.). Wahpeton, N. Dak., Breckenridge, Minn. (St. P., M. and M.). Breckenridge, St. Paul, Minn. (St. P., M. and M.).	35005 26005 26002 35003 (part) 26006	157.84 (?) 45.02 (10) 214.58
Boundbrook, N. J., and Philadelphia, Pa.	2	59.96	Boundbrook, N. J., Jenkintown, Pa. (P. and R.). Jenkintown, Philadelphia, Pa. (P. and R.).	8103 8004 (part) 10014	49.19 (12) 49.01
Bowie and Pope's Creek, Md..	3	49.14	Bowie, Pope's Creek, Md. (Balto. and Potomac).	20008	262.70
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	263.00	Bowling Green, Ky., Memphis, Tenn. (Louis & Nash.).	12033	35.45
Boykins, Va., and Lewiston, N. C.	3	35.82	Boykins, Va., Lewiston, N. C. (Seab. & Roanoke).	26065	30.95
Brainerd and Morris, Minn. ...	10	119.28	Brainerd, Little Falls, Minn. (Northern Pacific). Little Falls, Morris, Minn. (L. F. & Dak.). Branch Junction, Blairsville, Pa. (Penna.). Blairsville, Allegheny, Pa. (Penna.)	26046 8042 (part) 8039	88.31 (16) 66.24
Branch Junction and Pittsburgh, Pa.	2	70.85	Branchville, Branchville Junc., N. J. (Sussex). Branchville Junction, Waterloo, N. J. (Sussex).	7048 7025 (part) 3062	6.37 14.86 56.28
Brattleboro, Vt., and Palmer, Mass.	1	56.33	Brattleboro, Vt., Palmer, Mass. (Cen. Vt.).	26006 (part)	(28)
Breckenridge, Minn., and Aberdeen, S. Dak.	10	136.78	Breckenridge, Tintah Jct. (n. o.), Minn. ... Tintah Jct. (n. o.), Minn., Aberdeen, S. Dak., Bremond, Albany, Tex. (T. C. and H. and T. C.).	35027 31005	119.31 230.89
Bremend and Albany, Tex.	11	230.89	Brewster, New York, N. Y. (N. Y. and N.).	6017	54.72
Brewster and New York, N. Y.	2	62.19	Bristol, Chattanooga, Tenn. (East Tenn., Va., and Ga.).	19002	242.78
<i>Bristol and Chattanooga, Tenn.</i>	3	242.87			

¹ Balance of route covered by Boston and Albany R. P. O. (102.78 miles).

² Covered by Boston and Albany R. P. O. (98.63 miles).

³ 2 clerks detailed as chief clerks (1 at Boston, 1 at New Haven, Conn.); 7 clerks to superintendent's office; 8 clerks as transfer clerks, viz: 2 at Springfield, Mass.; 2 at Boston, Mass.; 2 at New Haven, Conn.; 1 at Worcester, Mass.; 1 at Hartford, Conn. 6 clerks on short run. 1 clerk detailed to New York P. O. in charge morning papers; 4 clerks as short stops (109.73 miles daily average).

⁴ No apartment. Mail is worked in baggage-car.

⁵ 2 clerks as short stops between Troy and Shalburne Falls, daily average (71.67 miles.)

⁶ Reserve car.

⁷ In reserve.

⁸ 2 helpers between St. Paul and Morris, Minn.

⁹ Distance (1 mile) covered by Fargo, N. Dak., Barnesville, and St. Paul, Minn. R. P. O.

¹⁰ Distance (1.60 miles) covered by Larimore, N. Dak., and Breckenridge, Minn. R. P. O.

¹¹ Short run, St. Paul to Morris, Minn. (158.18 miles.)

¹² 10.10 miles covered by Beth. and Phila. R. P. O.

¹³ Cars and clerks shown on route No. 8103.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
66,641	July 1, 1889	334	14 37.11	14 37.11	14 37.11	6	147,217	117.58	2	55 0	8 8	4	6	*92
		75 39.67	46 39.67	46 39.67	46 39.67	14	843,348		{	(4)	(4)	4	1	
80,498	July 1, 1889	55 32.87	84 33.81	84 33.81	84 33.81				2	54 6	8 8	4	9	
		337.18	14 36.20	14 36.20	14 36.20									
		75 39.34	46 39.36	46 39.36	46 39.36									
		55 33.64	84 33.64	84 33.64	84 33.64									
8,109	July 1, 1889	54 24.85	33 27.88	33 27.88	33 27.88	6	119,591	95.53	2	60 0	8 11			
									1	60 1	9 0			
									1	31 5	8 9	4	2	*18
									1	32 2	8 9			
		34 28.57	35 29.69	35 29.69	35 29.69	6	119,591		1	24 3	8 9	4	2	
									1	17 0	8 9			
									1	25 6	8 10			
253	July 1, 1889	7 22.20	4 21.98	4 21.98	4 21.98	6	23,826	76.12	1	9 0	6 11	1	1	1
									1	7 5	6 10			
290	July 1, 1889	52 27.52	53 22.28	53 22.28	53 22.28	6	24,414	156	2	21 0	9 0	1	1	1
		54 22.28	51 24.53	51 24.53	51 24.53	6	24,414		1	18 0	8 6			
4,232	July 1, 1890	10 26.20	9 25.84	9 25.84	9 25.84	7	306,359	139.89	3	40 0	8 9	6	1	*10
1,232	July 1, 1886	10 13.32	9 13.32	9 13.32	9 13.32									
1,485	Sept. 23, 1888	10 25.96	9 26.74	9 26.74	9 26.74									
854	July 1, 1890	10 13.71	9 19.20	9 19.20	9 19.20									
4,937	July 1, 1887	10 24.76	9 26.02	9 26.02	9 26.02	6	99,021	158.18	1	24 7	9 34	11	2	1
									1	24 8	9 1			
570	July 1, 1889	570 20.74	551 26.54	551 26.54	551 26.54	6	37,535	119.92	1	13 9	6 4	1	1	1
5,094	July 1, 1889	570 21.64	551 20.89	551 20.89	551 20.89	6			(13)	(13)	(13)	(13)	(13)	(13)
2,900	July 1, 1889	196 11.34	196 12.28	196 12.28	196 12.28	6	30,762	98.28	1	10 3	6 6	1	1	
9,518	July 1, 1888	103 25.82	102 21.01	102 21.01	102 21.01	7	192,428	131.80	2	45 0	9 4	4	2	*14
		101 21.88	101 26.67	101 26.67	101 26.67	7	183,466		2	18 6	9 4	4	1	
207	July 1, 1889	45 21.49	34 21.07	34 21.07	34 21.07	6	22,423	71.64	1	5 7	3 5	1	1	1
1,271	Nov. 24, 1889	12 16.52	11 15.15	11 15.15	11 15.15	6	74,669	119.28	1	23 9	8 10	2	1	2
									1	22 0	7 2			
235	July 1, 1887	101 10.96	102 13.30	102 13.30	102 13.30	6	44,352	141.72	1	15 0	8 6	1	1	2
1,260	July 1, 1889	112	4 18	4 18	4 18	6	44,352					1	1	
		3 18	2 22.50	2 22.50	2 22.50	6				(18)	(18)	(18)	(18)	(18)
1,032	July 1, 1889	1 26.70	4 26.70	4 26.70	4 26.70	6				(18)	(18)	(18)	(18)	(18)
		3 25.08	2 26.36	2 26.36	2 26.36	6				(18)	(18)	(18)	(18)	(18)
269	July 1, 1889	208 18	203 18	203 18	203 18	6	13,785	69.40	1	5 8	8 10	1	1	1
									2	5 5	6 10			
494	July 1, 1889	208 22.50	203 22.50	203 22.50	203 22.50	6			(20)	(20)	(20)	(20)	(20)	(20)
		200 24	209 24	209 24	209 24	6	7,938		(20)	(20)	(20)	(20)	(20)	(20)
2,323	July 1, 1889	44 25.99	33 22.98	33 22.98	33 22.98	6	35,262	112.66	1	6 8	10 6	1	1	1
									1	6 4	9 8			
4,937	July 1, 1887	42 11.74	41 13.66	41 13.66	41 13.66	6	85,624	136.78	1	24 7	9 4	2	1	2
									1	24 8	9 1			
624	July 1, 1890	71 16	72 14.44	72 14.44	72 14.44				3	17 8	9 4	4	1	4
842	July 1, 1890	33 14.45	34 14.43	34 14.43	34 14.43	7	168,550	153.92	24	14 0	8 10			
									1	8 4	6 10	1	1	2
474	July 1, 1889	12 22.14	1 21.50	1 21.50	1 21.50	6	38,931	124.38	1	7 0	7 0	1	1	
		6 21.25	7 21.62	7 21.62	7 21.62	6	38,931		2	40 0	8 10	4	2	16
5,883	July 1, 1888	1 30.56	2 29.45	2 29.45	2 29.45	7	176,930	121.18	2					
		3 28.90	4 28.47	4 28.47	4 28.47	7	176,930							

¹⁴ Day line, 4 crews, 2 clerks to crew. Night line, 4 crews, 1 clerk to crew. 1 clerk detailed chief clerk, Memphis, Tenn.; 1 clerk detailed transfer clerk, Milan, Tenn.

¹⁵ R. P. O. service, in apartment cars, placed on night trains, 101 and 104, commencing with July 13, 1889.

¹⁶ 2.80 miles covered by Indiana and Branch Junction R. P. O.

¹⁷ Double daily service except Sunday.

¹⁸ Cars and clerks shown on route No. 8042.

¹⁹ 8.63 miles covered by closed-pouch service. (See Table C.)

²⁰ Cars and clerks shown on route No. 7048.

²¹ Service on trains 200 and 209, between Newton and Waterloo (12.68 miles).

²² Balance of route covered by Palmer and New London R. P. O. (65.22 miles).

²³ Distance (17.47 miles) covered by boundary line (n. o.) N. Dak. and St. Paul, Minn., R. P. O.

²⁴ Reserve.

²⁵ Double daily service except Sunday.

²⁶ For balance of equipment see Lynchburg and Bristol R. P. O. cars on that line run through to Chattanooga, Tenn.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Bristol, Tenn., and Clinchport, Va.	3	43.40	Bristol, Tenn., Clinchport, Va. (So. Atlantic and Ohio).	11040	43.42
Bristol and Madison, S. Dak.	10	103.34	Bristol, Madison, S. Dak. (C. M. and St. P.)	35033	103.39
Brookings and Gettysburgh, S. Dak.	10	104.00	Brookings, Watertown, S. Dak. (Dak. Central).	35014	48.21
			Watertown, Redfield, S. Dak. (Win. and St. Peter).	² 28014 (part)	71.47
			Redfield, Gettysburgh, S. Dak. (Chl. and No. West).	35024	75.31
Brunswick and Albany, Ga.	4	169.73	Brunswick, Albany, Ga. (Brunswick and Western).	15023	171.78
Buda and Canton, Ill.	6	64.49	Buda, Elmwood, Ill. (Chi., Bur. and Qcy.).	23072	44.98
			Elmwood, Yates City, Ill. (Chi., Bur. and Qcy.).	23009 (part)	(⁶)
			Yates City, Canton, Ill. (Chi., Bur. and Qcy.).	23008 (part)	(⁷)
Buffalo, N. Y., and Bradford, Pa.	2	⁸ 83.83	Buffalo, West. N. Y. (B. R. and P.)	6130	45.18
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buffalo, N. Y., Emporium, Pa. (W. N. Y. and P.).	6058	121.35
Buffalo and Jamestown, N. Y. .	2	69.63	Buffalo, Jamestown, N. Y. (N. Y., L. E. and W.).	6091	69.21
Buffalo, N. Y., and Pittsburgh, Pa.	2	273.10	Buffalo, N. Y., Corry, Pa. (W. N. Y. and P.).	6061	93.62
			Corry, Oil City, Pa. (W. N. Y. and P.)	8025 (part)	¹³ 45.14
			Oil City, Pittsburgh, Pa. (A. V.)	8041	132.61
Bureau and Peoria, Ill.	6	47.03	Bureau, Peoria, Ill. (Chi., R. Isl'd and Pac.).	23016	47.13
Burke, Idaho, and Spokane Falls, Wash. ¹⁴	8	133	Burke, Conrad, Alene, Idaho (Coard' Alene Rwy. and Navg. Co.).	43003	99.16
			Cour d'Alene, Hauser, Idaho (Spokane Falls and Idaho R. R.).	42002	13.88
			Hauser, Idaho, Spokane Falls, Wash. (Northern Pacific R. R.).	43009 (part)	(¹⁵)
Burlington, Iowa, and Carrollton, Mo.	6	230.57	Burlington, Iowa, Carrollton, Mo. (Chi., Bur. and K. City).	27008	230.57
Burlington and Council Bluffs, Iowa.	6	294	Burlington, N. P. Transfer, Iowa, (Chi., Bur. and Qcy.).	27005	294
Burlington and Oskaloosa, Iowa.	6	105	Burlington, Winfield, Iowa (Bur. and No. West.).	¹⁶ 27035 (part)	34.09
			Winfield, Oskaloosa, Iowa (Bur. and Western).	27032	71.35
Burlington and Quincy, Ill.	6	72	Burlington, Quincy, Ill. (Chi., Bur. and Qcy.).	23011	72.42
Burlington, Iowa, and St. Louis, Mo. ¹⁷	7	214.19	Burlington, Keokuk, Iowa (Chi., Bur. and Qcy.).	27011	43.26
			Keokuk, Iowa, St. Peters, Mo. (St. L., Keo. and N. W.).	28018 ²¹ (part)	133.41
			St. Peters, St. Louis, Mo. (St. L., Keo. and N. W.).	28068	32.46

¹ Reserve car.² Balance of route (183.90 miles) covered by Winona, Minn., and Watertown, S. Dak., R. P. O.³ In reserve.⁴ 1 transfer clerk, Way Cross, Ga.⁵ 2 reserve cars.⁶ Distance (3 miles) covered by Peoria and Galceburgh, Ill., R. P. O.⁷ Distance (16.4 miles) covered by Yates City and Rushville, Ill., R. P. O.⁸ Between West and Bradford the clerk acts as helper on the Rochester and Punxsutawney R. P. O.⁹ Clerks alternate with Buffalo and Jamestown clerk.¹⁰ Clerk alternates with Buffalo and Bradford clerks.¹¹ 2 helpers and two clerks on Oil City and Pittsburgh R. P. O.¹² 49.53 miles covered by Salamanca and Oil City R. P. O.¹³ Cars and clerks shown on route 6061.¹⁴ New service established September 20, 1889. Steam-boat service, Cour d'Alene to Old Mission.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.	
Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.				
Lbs.								Ft.	In.				
225	Oct. 1, 1889	116	27	4	13.35	6	27,168	86.80	1 10 4	8 8	1	1	1
621	July 1, 1890	1815	71	17	16.73	6	64,691	103.34	1 10 0	7 5	2	1	2
930	July 1, 1890	1126	07	12	27.57	6	121,444	129.33	1 11 0	7 6	3	1	3
2,385	July 1, 1887	1121	87	12	22.33				1 14 4	7 7			
683	July 1, 1890	1120	07	12	20.07				1 15 53	7 54			
1,297	July 1, 1883	123	22	7					1 15 11 1/2	7 6			
									12 0	7 5			
440	July 1, 1887	1128	17	12	28.78	6	123,902	113.15	2 14 6	7 0	3	1	4
1,750	July 1, 1887	1119	50	12	15.60	6	40,371	128.98	1 15 8	8 10	1	1	(4)
									1 13 2	7 0			
922	July 1, 1887	1128	11	12	19.68				1 18 8	7 0 1/2	1	1	1
533	July 1, 1889	923	41	12	23.04	6	52,471	102.30	1 15 0	9 0	2	1	2
1,680	July 1, 1889	10224	20	103	22.69	6	76,090	121.55	1 15 0	9 0	2	1	2
1,209	July 1, 1889	10326	70	112	27.60	6	43,588	102.30	1 19 6	9 6	1	1	1
1,558	July 1, 1889	224	95	124	95	6	170,901	136.55	1 16 0	9 0	1	1	1
1,457	July 1, 1889	227	44	127	44	6			2 19 6	8 8	4	1	118
3,287	July 1, 1889	226	84	126	84	6			1 18 8	8 8			
1,920	July 1, 1887	128	20	228	20	6	29,441	94.06	(13) (12)	(12)	(12)	(12)	(12)
478	July 1, 1890	1910	93	20	10.93	7	97,090	133	(13) (12)	(12)	(12)	(12)	(12)
832	July 1, 1890	1913	88	20	11.11				(13) (12)	(12)	(12)	(12)	(12)
5,707	July 1, 1890	1926	64	20	24.42				(13) (12)	(12)	(12)	(12)	(12)
864	July 1, 1887	123	79	222	18	6	138,077	110.28	1 13 9	9 4 1/2	4	1	4
57,978	July 1, 1889	733	28	834	59	7	214,620	147	1 14 6	7 7	4	5	37
407	July 1, 1887	1125	02	12	26.73	7	214,620	147			4	3	
334	July 1, 1887	124	29	222	67	6	65,730	105	1 12 6	7 6	2	1	2
654	July 1, 1887	123	67	223	67				1 11 10	5 9			
4,231	July 1, 1887	181	20.59	182	20.59	6	45,072	144	1 11 11	6 7 1/2	1	1	1
3,563	July 1, 1887	127	03	224	40	6	134,083	101.17	1 11 11	6 7 1/2	1	1	1
		322	24	428	47	7	189,924	107.09	2 22 0	9 1	4	1	11
		122	10	220	70	6			1 24 8	11 1/4	4	1	
		319	73	425	48	7			2 23 11 1/2	9 1			
5,484	July 1, 1889	924	26	1025	78	1	22,624						
		124	03	225	76	6							
		321	47	424	03	7							
		927	50	1027	50	1							

¹⁹ 19.96 miles of route 43009, Hauser to Spokane Falls, covered by Helena and Spokane Falls R. P. O. (10th Div.).

¹⁶ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill., and Burlington, Iowa, R. P. O.)

¹⁷ 1 clerk detailed as chief clerk and one as assistant to chief clerk at Burlington, Iowa; 1 clerk detailed as registry transfer clerk at Burlington, Iowa; 2 helpers on trains 7 and 4 between Burlington and Charleston.

¹⁸ Balance of route, Winfield to Washington, Iowa (18.57 miles), covered by closed pouches. (See Table C.)

¹⁹ Reported last year as daily (except Sunday) only. Additional daily service established on night line December 4, 1889.

²⁰ 2 helpers on trains 1 and 2 through four days in each week; 1 helper on trains 3 and 4 to meeting-point four nights in each week.

²¹ 50.86 miles of route 28018 covered by the Mount Pleasant and Keokuk, Iowa, R. P. O.

²² Commencing April 27, 1890, clerks on trains 1 and 2 perform service between Quincy, Ill., and St. Louis, Mo.; Sundays on trains 9 and 10, 131.20 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Butler and Freeport, Pa.	2	21.46	Butler, Freeport, Pa. (Penna.)	8053	21.99
Butler, Mo., and Madison, Kans.	7	109.81	Butler, Mo., Le Roy, Kans. (St. L. and Emp.) ..	33045	79.83
			Le Roy, Madison, Kans. (Interstate)	33090	29.98
Butte City, Mont., and Ogden, Utah. ²	8	417	Ogden, Utah, Silver Bow, Mont. (Oreg. Short Line and Utah Northern Rwy. Co.) ..	41003	409.07
			Silver Bow, Butte City, Mont. (Montana Union R. R.) ..	30009	(³)
Cadillac, Mich., and Fort Wayne, Ind. ⁴	9	240.76	Cadillac, Mich., Ft. Wayne, Ind. (G. R. and I.) ..	24018	240.68
Cairo, Ill., and Mobile, Ala.	4		Cairo, Ill., and Mobile, Ala. (Mob. and Ohio R. R.) ..	18004	495.57
North division		282.72			
South division		234.15			
Cairo, Ill., and New Orleans, La.	4		Cairo, Ill., and New Orleans, La. (Ill. Cent. R. R.) ..	18001	550.11
North division		368.46			
South division		184.12			
Cairo, Ill., and Poplar Bluff, Mo. ¹¹	7	74.87	Cairo, Ill., Poplar Bluff, Mo. (St. L., I., M. and S.) ..	28027	74.87
Cairo, Ill., and Texarkana, Ark.	11	422.47	Bird's Point, Mo., Texarkana, Ark. (St. L., Ark. and Tex.) ..	28051	417.92
Caldwell, Kans. and El Reno, Ind. T. ¹²	7	108.52	Caldwell, Kans., El Reno, Ind. T. (C., R. I. and P.) ..	33082	108.52
Calistoga and Vallejo Junc., Cal.	8	44.88	Calistoga, Vallejo Junc., Cal. (California Pacific R. R.) ..	46008	43.88
Calmar and Davenport, Iowa ..	6	165.70	Calmar, Davenport, Iowa (Chi., Mil. and St. P.) ..	27027	165.72
Caledonia and Spring Valley, Ill.	6	85.74	Caledonia, Spring Valley, Ill. (Chi. and No. W.) ..	23087	86.20
Camak and Macon, Ga.	4	78.59	Camak, Macon, Ga. (Georgia R. R.) ..	15021	78.01
Cambridge City and Madison, Ind.	5	108.60	Cambridge City, Columbus, Ind. (Penna. Co.) ..	22011	63.73
			Columbus, Madison, Ind. (Penna. Co.) ..	22006	45.58
Cambridge Junction and Burlington, Vt.	1	34.47	Cambridge Jct., Burlington, Vt. (Cent. Vt.) ..	2014	34.39
Cameron, Mo., and Atchison, Kans.	7	57.44	Cameron, St. Joseph, Mo. (H. and St. Jo.) ..	28005	86.71
			St. Jo., Mo., Atchison, Kans. (H. and St. Jo.) ..	(part) 29030	22.19
Canandaigua and Batavia R. P. O.	2	50.17	Canandaigua, Batavia, N. Y. (N. Y. C. and H. R.) ..	6014	51.33
Canandaigua and Elmira, N. Y.	2	69.17	Canandaigua, Elmira, N. Y. (Nor. Cent.) ..	6063	69.99
Canastota and Elmira, N. Y. ...	2	118.76	Canastota, Cortland, N. Y. (E., C. and N.) ..	6090	49.27
			Cortland, Elmira, N. Y. (E., C. and N.) ..	6075	71.01
Canton and Mechanic Falls, Me.	1	25.52	Canton, Mechanic Falls, Me. (Bum. Falls and Buck.) ..	(part) 2119	25.52
Canton and Sherodsville, Ohio.	5	48.42	Canton, Sherodsville, Ohio (Cleve. and Can.) ..	21009	50.52

¹ Double daily service except Sunday.² Narrow gauge Ogden, Utah, to Pocatello, Idaho. Standard gauge Pocatello to Butte City, Mont.³ Route 36009 (8.08 miles) covered by Garrison and Butte City R. P. O. (See Table A*, Tenth Division).⁴ In connection with the Grand Rapids and Cincinnati R. P. O., and Mackinaw City and Grand Rapids R. P. O., gives double service between Cadillac, Mich., and Ft. Wayne, Ind. (240 miles), daily, except Sunday.⁵ Balance of route (225 miles), covered by the Mackinaw City and Grand Rapids R. P. O.⁶ Clerks appointed to the Mackinaw and Ft. Wayne R. P. O. (See Mackinaw City and Grand Rapids R. P. O.)⁷ 3 reserve cars.⁸ One transfer clerk to Corinth, Miss.⁹ 1 postal, 1 apartment car in reserve.¹⁰ 1 chief clerk. New Orleans: 1 transfer clerk, Jackson, Tenn.; 1 transfer clerk, Jackson, Miss.; 3 additional appointees unassigned.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
404	July 1, 1889	71	24.70	18	22.90	6	13,434	85.84	1	8 8	5 8	1
265	July 1, 1890	23	22.90	72	25.20	6	113,434					
233	July 1, 1890	343	9.55	344	9.45	6	68,741	109.81	2	16 4	6 10	2
2,976	July 1, 1890	343	10.37	346	10.58	6						
2,298	July 1, 1890	603	22.53	604	19.38	7	304,410	139	2	40 0	7 5½	6
2,542	July 1, 1888	603	25.50	604	23.06				2	52 0	8 11	1
1,406	July 1, 1888	8	22.85	7	18.82	6	150,716	120.38	2	22 0	8 10	4
5,177	July 1, 1888	5	19	6	19.5	7	191,785	118.19				1
												2
							170,199	131.36	7	21 6	9 0	4
		1	26	2	22.8	7			2	48 6	9 5	1
		3	25.3	4	25.8	7	537,951	122.82	1	56 9	9 2	12
							268,815	122.75	1	45 7	9 5	2
452	July 1, 1887	801	17.62	802	19.53	7	54,655	81.21	1	24 6	9 2	6
828	July 1, 1887	1	20	2	18.63	7	308,403	140.82	2	21 0	9 0	1
1,256	July 1, 1890	3	25.04	4	25.04	7	9,550	217.04	1	16 4	7 8	1
1,169	July 1, 1890	27	21.40	28	21.40	12	54,938	175.52	1	10 0	9 3	1
1,183	July 1, 1887	25	21.72	28	21.94	6	103,728	165.70	1	20 3	9 2	2
197	July 1, 1887	137	22.93	138	19.08	6	53,678	171.48	1	12 0	7 5	1
578	July 1, 1888	31	12.5	30	17.8	6	98,394	157.18	1	25 9	8 4	2
614	July 1, 1888	33	17.1	32	15.4	6	67,983	144.80	2	15 6	8 4	3
932	July 1, 1888	104	27.05	107	26.05	6	67,983			19 2	9 2	1
568	July 1, 1889	104	25.65	107	25.65	6						2
10,773	July 1, 1887	118	25.65	105	25.65	6	21,578	137.88	1	8 9	6 10	1
1,835	July 1, 1887	91	21.46	90	22.66	6	5,377		1	8 9	6 10	1
837	July 1, 1889	63	35	64	23.33	7	41,931	114.88	1	15 4	8 8	1
3,623	July 1, 1889	63	16	64	18.46	7						
1,052	July 1, 1889	5	27.27	2	26.08	6	31,406	100.34	1	6 0	5 9	1
953	July 1, 1889	10	26.70	9	28.55	6	43,300	98.87	1	11 0	6 6	1
491	July 1, 1889	4	24	1	24	6	74,344	118.76	1	15 6	8 6	1
560	July 1, 1888	4	28	1	25.30	6			1	14 9	9 0	2
		3	21.95	4	20.41	6	15,975	51.04	1	16 0	9 0	1
		41	20.67	42	20.67	6	80,311	96.84	1	14 0	7 8	1
									1	20 0	9 0	1

¹¹ Service performed every third week upon this line by clerks on Cape Girardeau and Hunter, Mo., R. P. O.

¹² New service commenced May 18, 1890.

¹³ 123.73 miles of route 33082, between Herington and Caldwell, Kans., covered by the St. Joseph, Mo., and Caldwell, Kans., R. P. O.

¹⁴ Clerks make 2 round trips daily except Sunday.

¹⁵ Double service from April 1, 1890.

¹⁶ Reserve car.

¹⁷ 170.84 miles of route 28005 between Quincy, Ill.,

and Cameron, Mo., covered by Chicago and Kansas City R. P. O.

¹⁸ Balance of route (36.01 miles) covered by Batavia and Buffalo R. P. O.

¹⁹ In reserve.

²⁰ Cars and clerks shown on route No. 6080.

²¹ Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles). (See Table C.)

²² Balance of route (60 miles) shown on Cleveland and Coshocton R. P. O.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which rate is paid.
		<i>Miles.</i>			
Cape Girardeau, Mo., and Hunter, Mo. ¹	7	93.89	Cape Girardeau, Mo., Hunter, Mo. (C. G. and S. W.).	28045	93.81
Carbondale and Scranton, Pa.	2	17.46	Carbondale, Scranton, Pa. (D. and H. C. Co.).	8618	17.37
Carey and Delphos, Ohio.....	5	56.74	Carey, Delphos, Ohio (Cleve. and West.)...	21081	56.68
Carlisle and Gettysburgh, Pa.	2	32.34	Carlisle, Hunter's Run, Pa. (G. and H.).	8052 (part)	10
			Hunter's Run, Gettysburgh, Pa. (G. and H.).	8155	22.64
Carroll and Merville, Iowa.....	6	100.80	Carroll, Maple River, Iowa (Chi. and No. West.).	23003 (part)	(?)
			Maple River, Wall Lake, Iowa (Chi. and No. West.).	27038 (part)	16.70
			Wall Lake, Sac City, Iowa (Chi. and No. West.).	27050 (part)	14.13
			Sac City, Merville, Iowa (Chi. and No. West.).	27089	67.41
Carterville, Ga., and Talladega, Ala.	4	141.84	Carterville, Ga., Pell City, Ala. (E. and W. R. R. of Ala.).	15020	118.55
			Pell City, Talladega, Ala. (T. and C. V. R. R.).	17030	22.93
Carthage and Lebanon, Tenn. ⁹	5	37.68	Carthage, Lebanon, Tenn. (Nash. and Knox.).	19029	37.70
Caseville and Pontiac, Mich. ¹¹	9	100.73	Caseville, Pontiac, Mich. (P. O. and N.).	24064	100.91
Cayuga and Ithaca, N. Y.	2	39.11	Cayuga, Ithaca, N. Y. (G. I. and S.).	6089	38.96
Cazadero and San Francisco, Cal.	8	87.25	Cazadero, San Francisco, Cal. (North Pacific Coast R. R.).	46016	87
<i>Cedar Rapids and Council Bluffs, Iowa.</i>	6	270.77	Cedar Rapids, U. P. Transfer, Iowa (Chi. and No. West.).	14 23003 (part)	270.60
Cedar Rapids, Iowa, and Kansas City, Mo.	6	301.51	Cedar Rapids, Iowa, Kansas City, Mo. (Chi. Mil. and St. P.).	27047 (part)	300.61
Cedar Rapids, Iowa, and Watertown, S. Dak.	6	400.23	Cedar Rapids, Iowa, Watertown, S. Dak. (Bar., C. Rap. and North.).	27008	399.68
Centre Barnstead and Hooksett, N. H. ²¹	1	24.61	Centre Barnstead, Hooksett, N. H. (Con. and Mont.).	1004	24.68
Chadron, Nebr., and Glenrock, Wyo.	6	169.88	Chadron, Nebr., Douglas, Wyo. (Fre., Elk. and Mo. Val.).	34035	140.28
			Douglas, Glenrock, Wyo. (Fre., Elk. and Mo. Val.).	23 27003 (part)	30.30
Chambersburgh and Richmond Furnace, Pa.	2	31.35	Chambersburgh, South Penn Junction, Pa. (C. V.).	8030 (part)	(22)
			South Penn Junction, Richmond Furnace, Pa. (C. V.).	8071 (part)	19.38
			Mercersburgh, Mercersburgh Junc., Pa. (C. V.).	8145	2.62
Champaign and Havana, Ill.	6	101.07	Champaign, Havana, Ill. (Ill. Central).....	33029	101.64
Chanute and Longton, Kans.	7	45.13	Chanute, Longton, Kans. (A. T. and S. F.).	33066	45.13
Charleston, S. C., and Augusta, Ga.	4	139.22	Charleston, Branchville, S. C. (S. C. R. R.).	14003 (23)	
Short run		75.62	Branchville, S. C., Augusta, Ga.	14017	75.14

¹ Clerks upon this line perform service upon Cairo, Ill., and Poplar Bluff, Mo., R. P. O. every third week.² Trains 5 and 6 run Sundays only between Cape Girardeau and Williamsville, Mo. (72 miles).³ In reserve.⁴ Triple daily service except Sunday.⁵ 8.97 miles covered by closed-pouch service. (See Table C.)⁶ Cars and clerks shown on route #052.⁷ Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.⁸ Balance of route (61.57 miles) covered by Des Moines and Sioux City, Iowa, R. P. O.⁹ R. P. O. service established on this route commencing December 23, 1899.¹⁰ 1 car in reserve.¹¹ This clerk has relief every fourth week by clerk appointed to the East Saginaw and Port Huron R. P. O.¹² 1 car held in reserve.¹³ 1 reserve car.¹⁴ Balance of route (219.40 miles) covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.¹⁵ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill. and Cedar Rapids, Iowa, R. P. O.).

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
424	July 1, 1889	114.82	216.33	6	66,263	81.29	1	12 0	7 0	2	1	2
801	July 1, 1885	25.16 6:20.81 10:23.18 14:20.81	26:16.82 5:20 9:20 13:20	6	10,930	104.76	1	15 0	7 0	1	1	1
252	July 1, 1888	213.18	113.43	6	35,519	113.48	1	10 4	8 7	1	1	1
413	July 1, 1885	9:22.22	6:25	6	20,309	64.68	1	8 10	6 7	1	1	1
629	July 1, 1885	9:22.76	6:22	6			1	11 6	6 10			
12,894	July 1, 1887	91:25.20	92:31.50	6	63,101	100.80	2	10 10	6 10			
1,163	July 1, 1887	15:18.22	16:27.83				1	7 8 1/2	5 10 1/2			
821	July 1, 1887	15:24.55	16:23.82				1	9 9	6 7			
517	June 8, 1888	15:23.71	16:24.00				1	9 5	6 7			
258	July 1, 1888	113.3	215.6	6	88,791	141.84	1	8 1	7 6	2	1	2
230	July 1, 1888	4 14	1 14	6			1	9 8	9 8			
		112.03	212.76	6	11,907	75.36	1	8 9	8 1			
405	July 1, 1888	2:23.53	1:21.40	6	63,057	134.31	1	9 10	7 0			
451	July 1, 1889	15:22.34	8:26.82	6	24,483	78.22	1	10 0	8 0	1	1	1
530	July 1, 1890	7:16.41	10:16.26	6	54,619	87.25	1	15 9	9 8	1	1	1
12,891	July 1, 1887	7:25	8:22.05	7	197,662	135.38	1	9 0	5 6	2	1	2
896	June 14, 1888	3:24.74	2:24.74	6	188,745	120.00	1	20 9	8 8	4	2	19
1,076	July 1, 1887	61:25.87 63:24.12 71	62:28.88 64:26.32 72	6	129,782 120,824	103.66 128.67	1	10 10 12 0 1 10 10	8 10 9 1 9 1	5	1	5
519	July 1, 1889	130:16.66	133:22.56	6	13,181	49.22	1	9 0	6 11	1	1	1
751	July 1, 1890	91:28.16	92:28.16	6	106,845	169.88	2	13 9	9 3	2	1	2
407	July 1, 1890	91:28.16	92:28.16									
2,838	July 1, 1889	41:21.60	42:30	6	19,625	62.70	1	15 4	8	1	1	1
757	July 1, 1889	41:17.54	42:15.83	6			(²⁴)	(²⁴)	(²⁴)	(²⁴)	(²⁴)	(²⁴)
781	July 1, 1889	41:20	42:15	6			(²⁴)	(²⁴)	(²⁴)	(²⁴)	(²⁴)	(²⁴)
436	July 1, 1887	1:23.31	2:23.76	6	63,275	101.07	1	9 9	6 11	2	1	2
394	July 1, 1890	209:13.53	210:30.06	7	32,945	90.26	1	20 0	8 10	1	1	(²⁵)
2,182	July 1, 1888	1:24.08	6:25	7	101,631	139.22	25	18 0	8 11	3	1	3
1,436	July 1, 1888	1:24.02 11:25	8:27.02 14:25	7 6	47,838	151.24						

¹⁰² 2 clerks detailed to transfer duty—at Council Bluffs, Iowa; 1 clerk as helper between Carroll and Ames (69.5 miles) five days each week.

¹⁰⁷ 1 of each size cars in reserve.

¹⁰⁸ East Division, Cedar Rapids to Estherville, Iowa (207.32 miles).

¹⁰⁹ 1 clerk detailed to transfer duty at Cedar Rapids, Iowa.

¹¹⁰ West Division, Estherville, Iowa, to Watertown, S. Dak. (193.01 miles).

¹¹¹ Line extended to Centre Barnstead May 1, 1890. Reported last year as Pittsfield and Hooksett R. P. O.

¹¹² Balance of route, Glenrock to Casper, Wyo. (24.16 miles), covered by closed pouches. (See Table C.)

¹¹³ 7.10 miles covered by Harris and Winchester R. P. O.

¹¹⁴ Cars and clerks shown on route 8030.

¹¹⁵ Clerk is appointed to Kansas City, Mo., and Wellington, Kans., R. P. O.

¹¹⁶ 63 miles reported in Columbia and Charleston R. P. O. Clerks alternate on long and short runs.

¹¹⁷ Cars also used by Columbia and Charleston R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Charlotte, N. C., and Atlanta, Ga.	4	268.24	Charlotte, N. C., Atlanta, Ga. (R. & D. R. R.).	15001	267.93
Charlotte, N. C., and Augusta, Ga.	4	192	Charlotte, N. C., Augusta, Ga. (R. & D. R. R.).	13007	191.55
Chatham and New York, N. Y.	2	130.44	Chatham, New York, N. Y. (N. Y. C. & H. R.).	6022	127.06
Chattanooga, Tenn., and Atlanta, Ga.	4	138.34	Chattanooga, Tenn., Atlanta, Ga. (W. & A. R. R.).	15002	138
Chattanooga, Tenn., and Carrollton, Ga.	4	138	Chattanooga, Tenn., Carrollton, Ga. (C. R. & C. R. R.).	15057	138
Chattanooga, Tenn., and Meridian, Miss.	4	295.60	Chattanooga, Tenn., Meridian, Miss. (A. G. S. R. R.).	17015	295.60
Chattanooga and Memphis, Tenn.	5	310.75	Chattanooga, Memphis, Tenn. (Mem. and Char.).	17005	311.30
Chattanooga, Tenn., and Rome, Atlanta, Ga.	4	153.49	Chattanooga, Ooltewah, Tenn. (E. T., V. & G. R. R.).	19002	(*)
			Ooltewah, Tenn., Cohutta, Ga. (E. T., V. & G. R. R.).	19011	11.54
			Cohutta, Rome, Ga. (E. T., V. & G. R. R.).	17010	(11)
			Rome, Atlanta, Ga. (E. T., V. & G. R. R.).	18013	74.27
				(part)	
Cherokee and Onawa, Iowa	6	61.18	Cherokee, Onawa, Iowa (Cher. & Dak.) ..	27099	61.18
Cherokee, Iowa, and Sioux Falls, S. Dak.	6	97.07	Cherokee, Iowa, Sioux Falls, S. Dak. (Cher. & Dak.).	27100	97.07
Cheyenne, Wyo., and Denver, Colo.	7	107.30	Cheyenne, Wyo., Denver, Colo. (U. P.)	13007	107.30
Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn.	10	473.50	Chicago, Ill., Rugby Junction (n. o.), Wis. (Nor. Pac.).	23089	117.60
			Rugby Junction (n. o.), Abbotsford, Wis. (Nor. Pac.).	1725017	185.54
			Abbotsford, Chippewa Falls, Wis. (Nor. Pac.).	1825026	55.10
			Chippewa Falls, Wis., St. Paul, Minn., (Nor. Pac.).	25061	104.63
			St. Paul, Minneapolis, Minn. (Nor. Pac.).	26067	10.39
Chicago, Ill., and Burlington, Iowa.	6	207.50	Chicago, Ill., Burlington, Iowa (Chl., Bur. and Qy.).	23007	206
Chicago and Cairo, Ill.	6	266.32	Chicago, Cairo, Ill. (Ills. Central)	23020	265.53
Chicago, Ill., and Cedar Rapids, Iowa.	6	220.40	Chicago, Ill., Cedar Rapids, Iowa (Chl. and No. West.).	1723003	219.40
				(part)	

* One line of 60-foot cars and one line 50-foot cars. (See Wash. & Charlotte R. P. O.)

* 1 detailed to superintendent's office; 4 helpers.

* Double daily service except Sunday.

* 1 reserve car.

* 5 detailed to superintendent's office; 2 transfer clerks, Atlanta, Ga.

* See Clin. & Chatt. R. P. O., 1 line of R. P. O. cars.

* 1 clerk detailed transfer clerk at Chattanooga, Tenn.; 2 clerks detailed transfer clerks at Memphis, Tenn.; 1 clerk detailed transfer clerk at Grand Junction, Tenn. Day line, 4 crews, 1 clerk to crew. Night line, 4 crews, 1 clerk to crew.

* R. P. O. service placed on night trains, commencing July 20, 1889.

* 15 miles reported as Bristol and Chattanooga R. P. O.

* See Atlanta and Brunswick R. P. O.

* 53 miles reported as Cleveland and Selma R. P. O.

* 277.76 miles reported as Atlanta and Brunswick R. P. O.

* Julesburgh and Denver, Colo., R. P. O. runs over 40.92 miles of route 38007 between La Salle and Denver, Colo.

* In reserve.

* East division, Chicago, Ill., to Neenah, Wis. (187.21 miles).

* 2 helpers between Neenah and Abbotsford, Wis.

* Balance of route covered by Ashland and Abbotsford, Wis., R. P. O. (123.10 miles), and between Milwaukee and Rugby Junction (n. o.), Wis. (28.71 miles), by closed-pouch service. (See Table C*.)

* Balance of route covered by Chippewa Falls and Eau Claire, Wis., closed-pouch service (11.29 miles). (See Table C*.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.		
Lbs.										Ft. In.	Ft. In.		
19,494	July 1, 1888	50	27.40	51	28.30	7	301,630	134.11	(¹)	50 0	9 0	8	21
		52	27.60	53	28.60	7				60 0	9 0		(²)
2,642	July 1, 1888	52	23.90	53	22.50	7	141,160	128	1	22 4	9 11	3	1
									1	22 10	8 11		
1,741	July 1, 1889	231	75	23	81.75	6	81,655	104.35	2	20 0	8 4	2	1
		44	28.54	7	28.97	6	81,665		1	20 8	8 7	3	1
									1	20 2	8 4		
15,022	July 1, 1888	2	25.50	1	27.40	7	302,965	118.58	4	50 0	9 0	7	2
		4	25.50	3	27.30	7			2	41 10	8 10	5	1
		20	27.40	11	27.30	7							(³)
378	July 1, 1889	1	22.70	2	25	7	100,740	138	4	18 0	7 4	2	1
4,586	July 1, 1888	1	30	2	31.10	7	431,576	147.80	(⁴)			4	1
		5	22.70	6	26	7						4	2
3,600	July 1, 1888	3	26.96	2	26.96	7	226,848	155.38	2	23 3	9 0	4	1
		1	28.62	4	28.84	7	215,039		2	20 0	9 0	4	1
5,823	July 1, 1888	13	76	14	18	6	96,085	153.49	(⁵)			2	1
436	July 1, 1888	13	27.6	14	27.6	6							
1,002	July 1, 1888	13	24.4	14	27.5	6							
1,026	July 1, 1888	13	25.1	14	25.5	6							
222	Feb. 27, 1888	73	22.18	74	25.24	6	35,299	122.36	1	15 0 ¹	7 2 ¹	1	1
428	July 1, 1889	72	29.85	71	28.40	6	60,766	194.14	1	15 0 ¹	7 2 ¹	1	1
4,481	July 1, 1890	304	37.91	303	36.80	7	78,395	107.39	1	24 1	9 4	2	1
									1	24 2	9 4		
1,501	July 1, 1887	7	28.44	6	29.15	6	296,411	124.80	2	25 11	8 10	1	1
		7	24.97	6	28.78				2	30 5	9 4 ¹	1	1
1,669	July 1, 1887	1	24.13	2	23.17				1	14 5 ¹	7 8 ¹		
1,465	July 1, 1887	1	28.32	2	27.60	6		143.14	1	30 3 ¹	9 2 ¹	1	1
374	July 1, 1887	1	29.07	2	29.71				1	14 6 ¹	7 6 ¹		
1,375	Feb. 24, 1890	1	20	2	20				1	60 1	9 2 ¹	4	4
83,760	July 1, 1889	11	28.30	12	28.96	7	151,475	103.75	11	60 1	9 2 ¹	4	4
		7	38.31	8	37.78	7	151,475	103.75	11	60 1	9 2 ¹	4	4
10,499	July 1, 1887	41	33.94	42	30.40	7	267,414	146.53	4	60 1 ¹	9 4 ¹	5	5
		3	27.26	4	24.60	7	184,661	120.48	2	44 4 ¹	9 4 ¹	4	4
		1	26.54	2	24.21	6	158,853	126.48	2	44 4 ¹	9 0	4	4
		3	30.40	2	25.34	7	55,859	153.04	1	37 6	9 0	1	1
12,894	July 1, 1887	3	26.14	4	26.88	7	160,892	110.20	4	60 0	9 5	4	4
		1	23	8	25.14	7	160,892	110.20	4	50 0	9 5	4	4

¹ West division, Neenah, Wis., to Minneapolis, Minn. (286.29 miles).² Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Burlington and Council Bluffs, Iowa, R. P. O.; 2 of these cars in reserve.³ 4 helpers west on train 7, from Chicago to Galesburg, Ill., and dead-head back; 7 clerks detailed to transfer duty at Chicago, Ill., 1 at Galesburg, Ill., and 2 at Burlington, Iowa; 1 clerk detailed as chief clerk of Chicago and Omaha lines, and 1 clerk detailed to clerical duty at office of superintendent, Chicago, Ill.⁴ Storage cars; 1 in reserve.⁵ Through run; fast mail.⁶ 1 clerk detailed as chief transfer clerk, and 5 clerks detailed to transfer duty at Chicago, Ill., 1 clerk detailed to transfer duty at Grand Crossing, Ill., and 1 at Cairo, Ill.; 1 clerk

detailed to clerical duty, 3 as printers, and 1 in charge of dormitory at office of superintendent, Chicago, Ill.; 2 helpers on trains 41 and 42, and 2 helpers on trains 1 and 2.

⁷ Short runs, Chicago to Centralia (252.96 miles).⁸ Short runs, Du Quoin to Cairo (76.52 miles).⁹ Balance of route (270.50 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.¹⁰ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Cedar Rapids and Council Bluffs, Iowa, R. P. O.; 1 of each size of cars in reserve.¹¹ 3 clerks detailed to clerical duty at office of superintendent, Chicago, Ill.; 2 clerks detailed to transfer duty at Chicago, Ill.; 2 helpers between Chicago, Ill., and Stanwood, Iowa, west on train 1, and dead-head back on train 4.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Chicago, Ill., and Cincinnati, Ohio.	5	307.16	Chicago, Kankakee, Ill. (Ill. Cen.)..... Kankakee, Ill., LaFayette, Ind. (Cin., LaFay. and Chic.). LaFayette, Indianapolis, Ind. (Cleve., Cin., Chic. and St. L.). Indianapolis, Ind., Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	23020 (part) 22029 22005 22003	(1) 75.75 64.91 111.40
Chicago, Decatur, Ill., and St. Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wabash)..... Bement, Decatur, Ill. (Wabash).....	*23006 (part) 21019 (part)	152.80 (2)
Chicago, Dunbar, Ill., and Dubuque, Iowa.	6	168.28	Decatur, Ill., St. Louis, Mo. (Wabash)...	23023	113.66
Chicago, Ill. and Evansville, Ind.	6	288.31	Chicago, Ill., Dubuque, Iowa (Chic., St. P. and K. City). Chicago, Danville, Ill. (Chic. and East. Ill.). Danville, Ill., Terra Haute, Ind. (Chic. and East. Ill.). Terra Haute, Evansville, Ind. (Evans. and Ind.).	23095 23042 22024 22012	167.33 124.68 55.43 109.71
Chicago, Freeport, Ill. and Dubuque, Iowa.	6	189.72	Chicago, Freeport, Ill. (Chic. and No. West.). Freeport, Ill., Dubuque, Iowa (Ill. Central).	23002 (part) 23021 (part)	121.30 (13)
Chicago and Forreston, Ill.	6	119.10	Chicago, Aurora, Ill. (Chic., Bur. and Qcy.). Aurora, Forreston, Ill. (Chic. and Iowa.)	23007 (part) 23036 (part)	(14) 81.60
Chicago, Ill. and Fort Madison, Iowa.	6	237.44	Chicago, Ill., Fort Madison, Iowa. (Atch. Top. and S. Fé).	1723098 (part)	237.40
Chicago, Irene, Ill. and Dubuque, Iowa.	6	184.70	Chicago, Freeport, Ill. (Ill. Central)..... Freeport, Ill., Dubuque, Iowa. (Ill. Central.)	23105 (part) 23021 (part)	114.44 (12)
Chicago, Ill. and Kansas City, Mo.	6	499.30	Chicago, Galesburgh, Ill. (Chic., Bur. and Qcy.). Galesburgh, Quincy, Ill. (Chic., Bur. and Qcy., Ill.). Quincy, Ill., Cameron, Mo. (Han. and St. Jo.). Cameron, Kansas City, Mo. (Han. and St. Jo.).	23007 (part) 23016 (part) 228005 (part) 28010	(15) 100.61 170.84 55.08
Chicago, Ill., and Louisville, Ky.	5	324.18	Chicago, Ill., Louisville Junction (n. o.), Ind. (Louis., N. Albany and Chic.).	22008	322.40

¹ Covered by Chicago and Centralia R. P. O. (sixth division) 55.87 miles.² Day line 4 crews, 4 clerks to crew. Night line 4 crews, 7 clerks to crew. 6 clerks of night line assist Chicago, Monon and Cincinnati R. P. O. night line from Indianapolis, Ind., to Cincinnati, Ohio, on south bound trips. (See that line.) Commencing May 30, 1890, a Cincinnati, Ohio, post-office clerk made complete distribution of Cincinnati, Ohio, City mail on train 2, from Thornton, Ind., to Cincinnati, Ohio, distance 148.30 miles, daily except Saturday and Sunday. 1 clerk detailed to clerical duty in office superintendent fifth division, Cincinnati, Ohio.² 2 in reserve.⁴ 1 in reserve.⁵ An additional line of 40-foot cars ordered on night trains September 6, 1889, thus making one 60-foot and one 40-foot car on those trains.⁶ Balance of route covered by Bement and Ethingam, Ill., R. P. O. (52.50 miles) and between Shumway and Altamont, Ill. (10.50 miles), by closed pouches. (See Table C.)⁷ 1 car in reserve.⁸ 1 clerk detailed to transfer duty at East St. Louis, Ill., two helpers.⁹ Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.¹⁰ Cars run through between Minneapolis, Minn., and Chicago, Ill., covering this line and Minneapolis, Minn., and Dubuque, Iowa, R. P. O. (See latter line.)¹¹ 1 helper on trains 1 and 2.

in the United States on June 30, 1890.—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- ber taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
10,499	July 1, 1887	428.43	127.32	7	224,227	153.58	2	50 0	9 0	4	4	245		
25,021	July 1, 1888	227.05	327.32	7	224,227	153.58	2	50 0	9 0	4	4	245		
26,749	July 1, 1888	435.28	137.08	7	226.71	327.70	34	60 0	9 0	43	40 0	9 0	4	7
23,584	July 1, 1888	436.57	133.16	7	228.83	326.45	7	25 6	9 4	4	1	17		
1,085	July 1, 1887	233.37	331.66	7	526	424.68	6	179,537	143.40	73	25 6	9 4	4	1
13,486	July 1, 1888													
12,380	July 1, 1887													
1,612	July 1, 1889	324	426.52	6	105,343	112.19	(10)					3	1	3
2,984	July 1, 1887	124.80	222.89	6	180,482	115.32	3	25 0	9 2	5	1	110		
801	July 1, 1887	331	422.21	7	210,466	144.15	1	16 0	9 6	4	1			
		125.38	225.38				1	25 0	9 2					
3,118	July 1, 1888	330	426.40				1	17 6	9 0					
5,203	July 1, 1887	128.43	228.43	6	118,765	126.48	2	50 0	9 5	3	3	114		
4,979	July 1, 1887	327.25	428.43											
68,669	July 1, 1887	4924.26	5025.92	6	74,557	119.10	2	8 4	8 10	2	1	2		
5,887	July 1, 1887	227.52	128.45				141	36 0	9 5					
960	July 1, 1889	1329.60	1427.75	6	148,637	118.72	161	40 1 1/2	8 11 1/2	4	1	4		
5,810	June 10, 1890	123.14	223.12	6	115,622	123.13	3	26 3	9 4	3	2	6		
4,579	July 1, 1887	725.39	827.35	0	164,980	113	2	44 4 1/2	9 0	194	5	55		
83,760	July 1, 1889	424.87	325.34	7	192,209	131.65	3	60 1	9 3 1/2	194	5	55		
13,263	July 1, 1887	427.52	325.80	7			2	51 3 1/2	8 9 1/2	215	4			
10,773	July 1, 1887	328.76	425.74	7	237,834	130.32	142	54 10	8 9 1/2	214	2			
9,956	July 1, 1887	737.50	425											
4,314	July 1, 1888	126.08	626.08	7	222,387	162.09	2	20 0	9 0	4	2	16		
		326.15	424.29	7	236,651		73	40 0	9 0	4	2			
		122.90	233.44				21	14 0	9 0					
		323.57	424.44											
		128.69	230											
		530.51	628.69	7			2	20 0	9 0	4	2	16		
		329.56	428.69	7			73	40 0	9 0	4	2			
							21	14 0	9 0					

¹¹ 1 clerk detailed as chief clerk and 1 to transfer duty at Dubuque, Iowa; 1 clerk detailed to transfer duty at Chicago, Ill.; 1 clerk detailed to clerical duty and 1 as porter at office superintendent, Chicago, Ill.

¹² Distance (68.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.

¹³ Reserve.

¹⁴ Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O. Clerks act as helpers to Chicago and Streator, Ill., R. P. O. between Chicago and Aurora, Ill.

¹⁵ Whole car in reserve.

¹⁶ Balance of route (221.01 miles) covered by Fort Madison, Iowa and Kansas City, Mo., R. P. O.

¹⁷ Distance (163 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

¹⁸ East Division, night line, Chicago to Quincy, (283.30 miles).

¹⁹ 1 clerk detailed as assistant to chief clerk at Quincy, Ill.; 3 helpers on trains 3 and 4 between Chicago and Galesburg, and 3 helpers on trains 1 and 2 between Quincy, Ill., and Liberty, Mo.

²⁰ Short run, Galesburg, Ill., to Kansas City, Mo. (325.80 miles).

²¹ Balance of route (36.71 miles) covered by Cameron, Mo., and Atchison, Kans., R. P. O.

²² West Division, day line, Quincy, Ill., to Kansas City, Mo. (226 miles).

²³ Previous to December 8, 1889, the day line (trains 5 and 6) ran daily, except Sunday; commencing that date daily.

²⁴ In reserve.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Chicago, Ill., and McGregor, Iowa.</i>	6	<i>Miles.</i> 228.63	Chicago, Kittridge, Ill. (Chi., Mil. and St. P.) Kittridge, Savanna, Ill. (Chi., Mil. and St. P.). Savanna, Ill., Sabula Jct., Iowa (Chi., Mil. and St. P.). Sabula Jct., McGregor, Iowa (Chi., Mil. and St. P.).	23054 25024 (part) 27028 (part) 27612 (part)	(1) (2) (3) 42.00
<i>Chicago, Ill., and Minneapolis, Minn.</i>	10	423.15	Chicago, Ill., Milwaukee, Wis. (C., M. and St. P.). Milwaukee, La Crosse, Wis. (C., M. and St. P.). La Crosse, Wis., Minneapolis, Minn. (C., M. and St. P.).	23035 25002 26013	85.20 197.83 142.04
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.	5	309.64	Chicago, Ill., Monon, Ind. (Louis., N. Albany and Chic.). Monon, Indianapolis, Ind. (Louis., N. Albany and Chic.). Indianapolis, Ind., Hamilton, Ohio (Cin., Ham. and Ind.). Hamilton, Cincinnati, Ohio (Cin., Ham. and Day.).	22008 (part) 22038 (part) 21024 (part) 21026 (part)	(11) 95.62 100.13 (12)
<i>Chicago, Ill., and Prairie du Chien, Wis.</i>	10	272.21	Chicago, Ill., Milwaukee, Wis. (C., M. and St. P.). Milwaukee, Prairie du Chien, Wis. (C. M. and St. P.).	25035 (part) 25001 (part)	(13) 193.00
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	5	300.24	Chicago, Ill., Richmond, Ind. (Chic., St. L. and Pitts.). Richmond, Ind., Cincinnati, O. (Chic., St. L. and Pitts.).	22009 (part) 21025 (part)	226.43 74.63
<i>Chicago, Ill., St. Louis, Mo.</i>	6	284.70	Chicago, Ill., St. Louis, Mo. (Chi. and Alton).	23017 (part)	281.10
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	283.44	Chicago, Kittridge, Ill. (Chi., Mil. and St. P.). Kittridge, Savanna, Ill. (Chi., Mil. and St. P.). Savanna, Ill., Marion, Iowa (Chi., Mil. and St. P.). Marion, Cedar Rapids, Iowa (Chi., Mil. and St. P.).	23054 (part) 25024 (part) 27028 (part) 27020 (part)	116.00 (24) 89.90 (25)
Chicago and Streator, Ill.	6	97.70	Chicago, Aurora, Ill. (Chi., Bur. and Qcy). Aurora, Streator, Ill. (Chi., Bur. and Qcy).	23007 (part) 23012 (part)	(27) 60.97

¹ Distance (116.00 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

² Distance (22 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.

³ Distance (3.20 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

⁴ Balance of route covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O. (121.73 miles), and between Sabula Jct. and Clinton, Iowa (16.46 miles), by closed pouches. (See Table C.)

⁵ Balance of distance (53.10 miles) covered by La Crosse, Wis., and Dubuque, Iowa, R. P. O.

⁶ 4 helpers between Chicago, Ill., and La Crosse, Wis., west on No. 55 and east on No. 2; 4 helpers between Chicago, Ill., and Watertown, Wis., west on No. 55 and east on No. 2; 2 helpers between Chicago, Ill., and Brookfield, Wis., west on No. 3 and east on No. 2; 1 de-

tailed as chief clerk and 1 as assistant chief clerk at Chicago, Ill.; 1 detailed as chief clerk and 1 as assistant chief clerk at Milwaukee, Wis.; 1 detailed as chief clerk and 1 as assistant chief clerk at St. Paul, Minn.; 1 detailed as transfer clerk at Milwaukee, Wis.; 1 at La Crosse, Wis., and 1 at Minneapolis, Minn.

⁷ 2 cars and crews on train 2, from Milwaukee, Wis., to Chicago, Ill.

⁸ 1 in reserve.

⁹ Short run, Chicago, Ill., to La Crosse, Wis. (284.55 miles).

¹⁰ Short run, Milwaukee to La Crosse, Wis. (108.48 miles).

¹¹ Covered by Chicago and Louisville R. P. O., 88.60 miles.

¹² Day line.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
8,005	July 1, 1887	832.87	226.26	6	146,376	119.31	1	49 3	9 3	4	2	8
2,231	July 1, 1887	233	226.40	-----	-----	-----	1	41 1	8 10			
2,249	July 1, 1887	812.80	212.80									
2,982	July 1, 1887	320.15	220.15									
72,000	July 1, 1889	55 34 1 34 330.90	230.90 6 34 2 (?)	7 7 7	208,899 308,890 208,006	141.05 141.05 142.28	7 1 52 1 1	60 1 00 0 59 3 50 1 49 3	9 3 9 3 9 3 9 3 9 3	6 0 4 4 4	4 4 3 4 4	82
63,758	July 1, 1889	5536.01 131.89 329.63 524.05	5636.01 624.64 226.30 4425.06									
34,578	July 1, 1887	5529.43 126.34 3129.53	5631.65 630.06 3229.53	6	124,248	132.32	1 1	24 6 24 0	9 4 9 8	103	1	
4,814	July 1, 1888	3323.63 3132.57 3327.81	3425.68 3233.60 3427.41	126 127 6	193,835 77,410	154.82	4	20 0	9 0	4	1	8
947	July 1, 1888	3140.87 3339.25 3133.87	3244.55 3435.96 3222.68	7 7 6								
1,925	July 1, 1888	3339.25 3133.87 3331.75	3435.96 3222.68 3435.40	7 6 7								
8,951	July 1, 1888	3331.75 930	3435.40 5628.33	7 6								
154	July 1, 1887	930	5628.33	6	174,785	139.66	2 1	49 3 50 1	9 3 9 3	4	8	15
4,566	July 1, 1887	124.49	423.98									
2,185	July 1, 1888	1834.34 1029.46 1828.30	1935.40 328.30 1927.14	126 127 6	187,950 84,668	150.12	4 1	22 6 19 6	9 1 9 1	4 4	1 1	8
2,352	July 1, 1889	1026.40 226.74 427	329.85 124.46 224.97	7 6 7								
14,824	July 1, 1887	226.74 427	124.46 224.97	6 7	178,222 207,881	142.35 142.35	2 2	60 0 60 0	9 4 9 4	4 4	2 4	23
8,012	July 1, 1887	524.42	627.36	6	146,133	116.72	2	26 0	9 3	4	1	8
2,231	July 1, 1887	526.40	636.60									
2,249	July 1, 1887	521.17	626.34									
768	July 1, 1887	3521.60	3621.60									
83,700	July 1, 1889	1829.60	1427.75	6	61,160	97.70	1	35 3/4	8 9 1/2	2	1	2
1,420	July 1, 1887	1226.89	1426.37	-----	-----	-----	1	40 1 1/2	8 11 1/2			

¹² Night line; night service established on trains 33 and 34, February 26, 1890.¹³ Balance of route covered by Michigan City and Monon R. P. O., 59.57 miles.¹⁴ Covered by Toledo and Cincinnati R. P. O., 25.40 miles.¹⁵ Distance (85.39 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.¹⁶ 1 clerk detailed to transfer duty at Prairie du Chien, Wis.; 2 helpers north on train 9 from Chicago, Ill., to Milwaukee, Wis., and return on train 10, LaSalle, Mich., and Chicago, Ill., R. P. O.¹⁷ Balance of route (1.79 miles) covered by Prairie du Chien, Wis., and North McGregor, Iowa, closed pouch service. (See Table C.)¹⁸ Night line. Night service placed on this line February 16, 1890.¹⁹ In reserve.²⁰ 3 clerks detailed to transfer duty and two clerks to clerical duty at office of superintendent Chicago, Ill.²¹ Reserve.²² 1 clerk detailed to clerical duty at office superintendent, Chicago, Ill.; 3 helpers.²³ Distance (22.0 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.²⁴ Balance of route (262.47 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.²⁵ Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.²⁶ Distance (37.0 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.²⁷ Whole car.²⁸ Whole car in reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Chicago, Ill., and West Liberty, Iowa.</i>	6	221.52	Chicago, Ill., Davenport, Iowa (Chi. R. I. and Pac.). Davenport, West Liberty, Iowa (Chi. R. I. and Pac.).	23015 * 27014 (part)	182.63 28.87
<i>Chicago, Ill., and Winona, Minn.</i>	10	297.70	Chicago, Harvard, Ill. (C. and N. W.) Harvard, Caledonia, Ill. (C. and N. W.)	* 25009 (part) 25011 (part)	62.70 (*)
			Caledonia, Ill., Winona Jct. (n. o.), Wis. (C. and N. W.). Winona Jct. (n. o.), Wis., Winona, Minn. (C. and N. W.).	25010 * 25014 (part)	189.55 29.72
Chicopee, and Chanute, Kans. ¹	7	57.25	Janeville, Evansville, Wis. (C. and N. W.). Chicopee, Kans., Chanute, Kans. (A., T. and S. F.).	25064 33039	16.75 57.25
<i>Cincinnati, Ohio, and Chattanooga, Tenn.</i>	5	340.06	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., New Or. and Tex. Pac.).	20020	338.70
<i>Cincinnati, Hamilton, Ohio, and Indianapolis, Ind.</i>	5	125.41	Cincinnati, Hamilton, Ohio. (Cin., Ham. and Day.). Hamilton, Ohio, Indianapolis, Ind. (Cin., Ham. and Ind.).	21026 (part) 21024 (part)	(*) (*)
<i>Cincinnati, Ohio, and Junction City, Ky.</i> ¹²	5	122.36	Cincinnati, Ohio, Junction City, Ky. (Cin., New Or. and Tex. Pac.).	20020 (part)	(*)
<i>Cincinnati, Ohio, and Livingston, Ky.</i>	5	155.91	Cincinnati, Ohio, Paris, Ky. (Ky. Cen.)	* 20002 (part) 20032 (part)	80.75 39.75
<i>Cincinnati, Ohio, and Louisville, Ky.</i>	5	111.53	Richmond, Livingston, Ky. (Ky. Cen.) Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	20018 20004 (part)	36.94 (*)
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	303.20	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.). Cincinnati Junction (n. o.), Louisville and Nashville Junction (n. o.), Ky. (Louis. and Nash.). Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	20004 20017 20005	110.10 4.50 184.14
<i>Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.</i> ¹³	5	132.11	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.). North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	22010 (part) 22019	(*) 57.45

¹ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering West Liberty and Council Bluffs, Iowa, R. P. O.

² 1 clerk detailed as chief clerk at Des Moines, Iowa; 2 helpers on trains 3 and 4 between Chicago and La Salle.

³ Balance of route (279.10 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

⁴ 1 of these cars in reserve.

⁵ Balance of route covered by Fond du Lac, Wis., and Harvard, Ill., R. P. O. (114 miles) and by Ishpeming, Mich., and Chicago, Ill., R. P. O. (65.77 miles).

⁶ Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.

⁷ Night line west bound runs via Clinton and Janeville, Wis.

⁸ Balance of route (4.14 miles) covered by Winona Jct. (n. o.) and La Crosse, Wis., pouch service. (See Table C.)

⁹ Reported last year as Pittsburgh and Chanute, Kans., R. P. O. Increased distance, 2.86 miles.

¹⁰ Cars run through between Cincinnati, Ohio, and Meridian, Miss., on day and night trains.

¹¹ 2 clerks in mail apartment cars between Cincinnati, Ohio, and Junction City, Ky., distance 121.40 miles. (See Cincinnati and Junction City R. P. O.); 2 clerks detailed to duty in office of superintendent fifth division, Cincinnati, Ohio; 1 clerk detailed chief clerk, Chattanooga, Tenn.; 1 clerk detailed transfer clerk Junction City, Ky.; day line, 3 clerks to crew; night line, 2 clerks to crew.

¹² Covered by Toledo and Cincinnati R. P. O. (25.40 miles).

¹³ This was the short run of Chicago, Monon and Cincinnati R. P. O.; commencing February 23, 1890, run of clerks extended to Chicago, Ill., making night service between Chicago, Ill., Monon, Ind., and Cincinnati, Ohio. (See Chicago, Monon and Cincinnati R. P. O.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules.)				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
12, 155	July 1, 1887	122.89	228.36	7	161, 710	110.76	12	50 0	9 4	4	3	27		
6, 186	July 1, 1887	328	428.73	7	161, 710	110.76	13	50 0	9 4	4	3			
		127.71	226.45				42	49 4	9 4					
		327.71	424.51											
7, 499	July 1, 1887	10728.93	11226.86	6	186, 360	148.85	1	50 0	10 0	4	2	16		
		11328.93	10826.86											
			223.07											
1, 376	July 1, 1887	128.12	428.12	6	183, 449	146.52	2	50 0	9 5	4	2			
		123.55	222											
		729.01	425.72											
7, 507	July 1, 1887	322.87												
		122.24	225.84											
5, 660	July 1, 1887	321.77	425.11											
4, 139	July 1, 1887	181.15												
258	July 1, 1890	24222.16	24121.16	7	41, 793	114.50	1	11 11	7 64	1	1	1		
11, 231	July 1, 1888	132.26	232.26	7	248, 244	170.63	10	50 0	9 2	4	3	1126		
		526.05	830.79	7	248, 244									
8, 961	July 1, 1888	3825.40	3331.75	6	51, 669	125.41								(13)
1, 925	July 1, 1887	3828.56	3336	6										
11, 234	July 1, 1888	322.80	424	6	76, 535	122.26	1	22 3	9 2	2	1	(17)		
2, 694	July 1, 1888	226.92	535.40	6	97, 600	103.94	2	14 0	9 0	3	1	8		
							19	12 0	9 0					
717	July 1, 1888	217.64	527	6										
394	July 1, 1888	210.80	59.60	6										
22, 829	July 1, 1888		825.80	6	69, 818	111.53	1	15 8	9 4	2	1	(21)		
22, 829	July 1, 1888	130	430	7	221, 336									
		327.52	227.53	7	221, 336	151.60	25	50 0	9 0	4	3	2241		
		526.40	630.60	7	221, 336									
21, 318	July 1, 1888	115	413.20	7			2	18 0	9 0	4	1			
		318	213.20	7										
		515	613.20	7										
18, 913	July 1, 1888	128.20	430	7										
		328.80	229.40	7										
		526.50	628.80	7										
19, 316	July 1, 1888	1532.40	1631.20	6	82, 701	132.11	2	17 6	8 6	2	1	2		
4, 047	July 1, 1888	1528.72	1628.72	6										

¹⁴ Covered by Chicago, Monon and Cincinnati R. P. O. (100.13 miles).¹⁵ This line is the short run of Cincinnati and Chattanooga R. P. O.¹⁶ Covered by Cincinnati and Chattanooga R. P. O. (121.40 miles).¹⁷ Clerks are appointed to Cincinnati and Chattanooga R. P. O., and are shown with that line.¹⁸ Closed-pouch service on this route between Paris and Lexington, Ky. (19.56 miles). (See Table C.)¹⁹ In reserve.²⁰ Covered by Cincinnati and Nashville R. P. O. (110.10 miles).²¹ Clerks act as helpers to Cincinnati and Nashville R. P. O. Night line on south trips and north on apartment car daily, except Sunday, on train 8. Clerks are appointed to Cincinnati and Nashville R. P. O., and are shown with that line.²² Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 3 clerks to crew; 2 clerks run south from Cincinnati, Ohio, to Louisville, Ky.,

with night line, running north in mail apartment daily, except Sunday, on train 8. Apartment car service on this line on trains 5 and 6, between Cincinnati, Ohio, and Nashville, Tenn.; 4 crews, 1 clerk to crew. On north-bound trips third clerk of day line assists clerk on train 6, Nashville, Tenn., to Cincinnati, Ohio; 1 clerk detailed chief clerk, Louisville, Ky.; 1 clerk detailed assistant to chief clerk, Louisville, Ky.; 2 clerks detailed to transfer duty at Louisville, Ky.; 1 clerk detailed transfer clerk, Bowling Green, Ky.; 1 clerk detailed transfer clerk Nashville, Tenn.; 1 clerk detailed to clerical duty in the office of superintendent fifth division, Cincinnati, Ohio.

²³ 1 car in reserve.²⁴ Fourth clerk of Cincinnati and St. Louis day line acts as helper to this line on west-bound trips from Cincinnati, Ohio, to Milan, Ind.; distance 42.33 miles.²⁵ Covered by Cincinnati and St. Louis R. P. O. (72.77 miles).

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cincinnati, Ohio, and St. Louis, Mo.	5	243.15	Cincinnati, Ohio, East St. Louis, Ill. (Ohio and Miss.).	22010	338.14
Claremont, N. H., and Boston, Mass.	1	129.84	Claremont, Concord, N. H. (Bos. & Me. Sou. Sys.).	⁴ 1009 (part)	54.90
			Concord, Nashua, N. H. (Con. & Mont.)...	1001	^(c)
			Nashua, N. H., Boston, Mass. (Bos. & Me. Sou. Sys.).	3016	^(f)
Clarinda, Iowa, and Corning, Mo.	6	44.36	Clarinda, Northborough, Iowa (Chic. Bur. & Qcy.).	27083	18.80
			Northborough, Iowa, Corning, Mo. (K. O., St. J., & C. B.).	26046	27.74
Clarksburgh and Weston, W. Va.	3	26.69	Clarksburgh and Weston, W. Va. (C. W. & M.).	12006	26.69
Clayton, Del., and Chestertown, Md.	2	32.71	Clayton, Del., Chestertown, Md. (B. & D. B.).	10012	32.53
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. & B.)...	9503 (part)	44.29
Clinton and Anamosa, Iowa....	6	71.80	Clinton, Anamosa, Iowa (Chic. & No. West.).	27024	72.07
Clinton and Iowa City, Iowa...	6	78.41	Clinton, Elmira (n. o.), Iowa (Bur. C. Rap. and North.).	27072	69.53
			Elmira (n. o.), Iowa City, Iowa (Bur. C. Rap. and North.).	⁹ 27048 (part)	8.90
Cleveland and Bellaire, Ohio...	5	171.31	Cleveland, Grafton, Ohio (Cleve., Cin., Chic. and St. L.).	21042 (part)	⁽¹⁰⁾
			Grafton, Bellaire, Ohio (Cleve., Lorain and Wheel.).	¹² 21041 (part)	144.14
Cleveland and Cincinnati, Ohio.	5	244.66	Cleveland, Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	21042 (part)	241.92
Cleveland and Coshocton, Ohio.	5	114.72	Cleveland, Canton, Ohio (Cleve. & Canton). Canton, Coshocton, Ohio (Cleve. and Canton).	¹⁴ 21009 (part) 21092	60.00 56.05
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.50	Cleveland, Ohio, Fort Wayne, Ind., Chicago, Ill. (N. Y. C. and St. L.).	21089	339.33
Cleveland, Hudson, and Columbus, Ohio.	5	171.19	Cleveland, Hudson, Ohio (Penna. Co.)....	21006 (part)	⁽¹¹⁾
			Hudson, Columbus, Ohio (Cleve., Akron and Col.).	21004 (part)	144.66
Cleveland, Ohio, and Indianapolis, Ind.	5	283.00	Cleveland, Gallon, Ohio (Cleve., Cin., Chic. and St. L.).	21042 (part)	⁽¹²⁾
			Gallon, Ohio, Indianapolis, Ind. (Cleve., Cin., Chic. and St. L.).	21016 (part)	204.09
Cleveland and New Lisbon, Ohio.	5	92.25	Cleveland, Niles, Ohio (New York, L. Erie and West.).	21005 (part)	⁽¹³⁾
			Niles, New Lisbon, Ohio (N. Y., L. Erie and West.).	21037	34.01

¹ 13 cars on line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O. in third division report, for full equipment of line.)

² Fourth clerk of Cincinnati and St. Louis R. P. O. day line acts as helper to Cincinnati, North Vernon, and Louisville R. P. O. on west-bound trips, from Cincinnati, Ohio, to Milan, Ind.; distance 42.33 miles. (See Cincinnati, North Vernon, and Louisville R. P. O.)

³ Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 5 clerks to crew; 2 clerks detailed to clerical duty in office of superintendent fifth division, Cincinnati, Ohio; 1 clerk detailed to transfer duty, Vincennes, Ind.
Balance of route covered by closed-pouch service between Claremont and Claremont Jct. (2.02 miles). (See Table C.)

⁶ Covered by St. Albans and Boston R. P. O. (36.30 miles).

⁴ Reserve cars.

⁷ Covered by St. Albans and Boston R. P. O. (40.62 miles).

⁸ 10.62 miles covered by closed-pouch service. (See Table C.)

⁹ Balance of route (11.90 miles) covered by Albert Lea, Minn., and Burlington, Iowa, short run.

¹⁰ Covered by Cleveland and Cincinnati R. P. O. (25.29 miles).

¹¹ 1 car in reserve.

¹² Balance of route (Lorain to Grafton, Ohio, distance 16.35 miles) covered by closed-pouch service. (See Table C.)

¹³ Day line 4 crews, 3 clerks to crew. Previous to September 2, 1889, the day line had 4 crews, 2 clerks to crew, and 2 helpers between Cleveland and Delaware, Ohio, on south trips, and Delaware and Crestline, Ohio, on north trips. Third clerk of day line assists Cleveland and Indianapolis R. P. O. Train 2,

in the United States on June 30, 1890—Continued.

Average weight of mail: whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
19, 316	July 1, 1888	133	233.81	7	250, 500	171.58	(¹)	60 0	9 1	24	4	39		
1, 068	July 1, 1889	73 20.35	145 21.72	6	250, 500 81, 279	129.84	2	14 0	7 0	2	4	5		
13, 763	July 1, 1889	73 24.70	145 28.37	6			1	12 0	6 9					
15, 018	July 1, 1889	73 33.10	145 32.62	6			1	11 0	7 2					
349	July 1, 1887	147 24	146 24	6	29, 021	92.72	1	11 0	6 11	1	1	1		
305	July 1, 1887	16 29.45	15 24.92	6										
806	July 1, 1889	4 13.04	1 12.70	6	16, 708	53.38	1	12 0	8 0	1	1	1		
491	July 1, 1889	2 16	1 16	6	20, 476	65.42	1	11 9	9 1	1	1	1		
634	July 1, 1889	201 22	280 27.79	6	27, 870	89.04	1	10 10	6 6	1	1	1		
445	July 1, 1887	41 24	42 24	6	44, 947	71.80	2	12 2	7 5	2	1	2		
223	July 1, 1887	41 13.80	40 13.80	6	49, 085	156.82	1	18 8	9 1	1	1	1		
928	July 1, 1887	41 26.70	40 26.70	6										
19, 359	July 1, 1888	23 21.60	24 27.60	6	107, 240	85.60	11 3	16 6	9 6	4	1	4		
1, 057	July 1, 1888	23 22.20	24 22.80	6										
19, 859	July 1, 1888	3 26.88	12 34.56	7	178, 602	122.33	11 3	40 0	9 2	4	3	14 31		
566	July 1, 1888	9 22.20	8 25.80	7	178, 602	122.33	11 2	50 0	9 2	4	10 4			
697	July 1, 1888	1 25.80	4 24.60	6	71, 815	114.72	11 2	20 0	9 0	2	1	2		
781	July 1, 1888	3 24.50	4 24.65	6	213, 153	170.25	11 4	20 0	9 0	4	1	4		
11, 044	July 1, 1888	2 24	2 22.80	6	107, 165	114.13	11 4	15 2	8 8	3	1	3		
1, 355	July 1, 1888	2 27	2 28.80	6										
19, 359	July 1, 1888	3 30.60	2 28.80	6	120, 558	141.50	4	40 0	9 5	4	2	12		
4, 684	July 1, 1888	7 34.20	10 35.40	7	120, 558	141.50				4	21 1			
5, 440	July 1, 1889	72 28.20	63 22.80	6	57, 748	92.25	1	6 7	6 8	2	1	2		
409	July 1, 1888	72 22.80	63 20.40	6										

Gallon to Cleveland, Ohio; distance, 79.80 miles, on north trips; daily, except Sunday.

¹ 1 clerk detailed chief clerk, Columbus, Ohio; 1 clerk detailed to clerical duty in office of superintendent of fifth division, Cincinnati, Ohio; 1 clerk detailed transfer clerk, Gallon, Ohio.

¹⁰ Night line, 4 crews, 4 clerks to crew. Commencing March 7, 1890, a Cincinnati, Ohio, post-office clerk made a complete distribution of Cincinnati, Ohio, city mail on train 9, from Gallon to Cincinnati, Ohio, distance, 164 miles; daily, except Saturday and Sunday.

¹⁶ Balance of route shown with Canton and Sherodsville R. P. O.; distance, 50.52 miles.

¹⁷ 2 cars held in reserve.

¹⁸ Covered by Cleveland and Pittsburgh R. P. O. (25.80 miles).

¹⁹ Covered by Cleveland and Cincinnati R. P. O. (79.74 miles).

²⁰ Additional service, in apartment cars, placed on trains 7 and 2, commencing May 1, 1890. On Sundays clerk of train 2 goes east with train 10, and clerks of train 3 go west with clerk of train 7. Third clerk of Cleveland and Cincinnati R. P. O. day line assists in car of train 2 on north-bound trips from Gallon to Cleveland, Ohio; distance, 79.80 miles; daily, except Sunday.

²¹ 4 crews, 2 clerks to crew, on trains 3 and 10.

²² 4 crews, 1 clerk to crew, on trains 7 and 2.

²³ Covered by Cleveland, Youngstown, and Pittsburgh R. P. O. (57.50 miles).

²⁴ These clerks act as helpers to Cleveland, Youngstown, and Pittsburgh R. P. O. on trains 72 and 63, between Cleveland and Niles, Ohio; distance, 57.50 miles; daily, except Sunday.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cleveland, Ohio, and Pittsburgh, Pa.	5	149.80	Cleveland, Wellsville, Ohio (Penna. Co.)..	21006	101.35
			Wellsville, Ohio, Pittsburgh, Pa. (Penna. Co.)	*21003 (part)	48.20
Cleveland, Tenn., and Selma, Ala.	4	263.92	Cleveland, Tenn., Selma, (Ala., E. Tenn., Va., and Ga. R. R.)	17010	263.92
<i>Cleveland and Toledo, Ohio</i>	9	112.27	Cleveland, Toledo, Ohio (L. S. and M. S.)...	21095 (part)	(⁵)
			Elyria, Millbury, Ohio (L. S. and M. S.)...	*21007 (part)	(⁵)
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa. ¹	5	136.77	Cleveland, Youngstown, Ohio (New York, L. Erie and West.)	*21005 (part)	62.40
			Youngstown, Ohio, Pittsburgh, Pa. (Pitts. and Lake Erie.)	8123	67.30
Cleveland and Zoar Station, Ohio.	5	76.39	Cleveland, Zoar Station, Ohio (Valley)	21073	75.97
Colmesneil and Trinity, Tex...	11	65.81	Colmesneil, Trinity, Tex. (M. K. and T.).	31046	65.81
Colorado Springs, Colo., and New Castle, Colo. ¹¹	7	234.12	Colorado Springs, Colo., Aspen Junction (n. o.), Colo. (Colo. Mid.).	*21034 (part)	197.40
			Aspen Junction (n. o.), Colo., New Castle, (Colo. Mid.).	38039	35.98
Columbia and Charleston, S. C.	4	132.77	Columbia and Charleston, S. C. (S. C. R. R.).	14003	131.04
Short run. ¹⁴		69.63			
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Penna.)	8124	39.52
			Port Deposit, Perryville, Md. (Penna.)	10023	4.58
Columbia, Sumter, and Charleston, S. C.	4	138	Columbia, Sumter, S. C. (W., C. and A. R. R.).	14002	(¹⁵)
			Sumter, Lanes, S. C. (Cent. of S. C.)	14015	40.69
Columbus and Albany, Ga.	4	89.61	Lanes, Charleston, S. C. (N. E. of S. C.)	14005	(¹⁷)
			Columbus, Albany, Ga. (Columbus South. Ry.).	15063	89.61
Columbus and Albion, Nebr ...	6	43.45	Columbus, Oconee, Nebr. (Om., Niobr. and B. Hills).	34012 (part)	(¹⁸)
			Oconee, Albion, Nebr. (Om., Niobr. and B. Hills).	34017	34.17
Columbus, Ohio, and Ashland, Ky.	5	123.11	Columbus, Coal Grove, Ohio (Scioto Valley).	21051	131.30
Columbus and Athens, Ohio ²⁰ ...	5	77.56	Columbus, Athens, Ohio (Col., Hock. Val. and Tol.).	21036	.....
Columbus, Ohio, and Charleston, W. Va. ²¹	5	178.07	Columbus, Corning, Ohio, (Tol. and Ohio Cen.).	21068	65.12
			Corning, Gallipolis, Ohio (Kanawha and Ohio).	21088	74.69
			Pt. Pleasant Junction (n. o.), Ohio, Charleston, W. Va. (Kanawha & Ohio).	12010	57.07
Columbus and Cincinnati, Ohio.	5	120.14	Columbus, Cincinnati, O. (Pitts., Cin. and St. L.).	21014	(²²)

¹ 1 car in reserve.³ 3 helpers on trains 37 and 42, running over whole line.⁵ Balance of route covered by Wellsville and Bellaire R. P. O. (46.59 miles).¹ 1 reserve car.⁴ Shown in report of New York and Chicago R. P. O.⁶ This R. P. O. runs to Elyria, Ohio, on train 21, thence over route 21007 on train 29 to Toledo, Ohio; daily, except Sunday.⁷ Clerks appointed to the New York and Chicago R. P. O.⁸ Clerks of Cleveland and New Lisbon R. P. O. act as helpers to this R. P. O. on trains 72 and 63, between Cleveland and Niles, Ohio; distance, 57.50 miles; daily, except Sunday.⁹ Balance of route covered by Salamanca and Youngstown R. P. O. (second division) (22.08 miles).¹⁰ In reserve.¹¹ Reported last year as Colorado Springs and Leadville, Colo., R. P. O. Extended to New Castle Oct. 1, 1889. Increased distance, 98.28 miles.

in the United States on June 30, 1890.—Continued.

Average weight of mail whole distance per day	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars on apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).			Length.	Width.			
<i>Lbs.</i>								<i>Ft.</i>	<i>In.</i>			
11,044	July 1, 1888	36 21.60	35 22.20	6	83,462	99.58	17	20 2	9 0	9	1	12
		38 29.40	37 35.80	6	83,462							
		42 21.60	41 22.20	7	108,989							
5,984	July 1, 1888	36 24.60	35 22.80	6								
		38 25.20	37 26.40	6								
		42 25.20	41 27.60	7								
1,002	July 1, 1888	8 22.7	2 28.2	7	192,661	131.96	2	22 4	9 4	4	1	4
							41	24 8	9 0			
114,749	Sept. 30, 1888	* 21 24.41	24 27.79	6	69,226	110.58	1	36 0	9 2			
		29								4	1	(¹)
17,168	July 1, 1888	25 29	22 24.88	6	67,453	107.80	1	17 7	9 0			
5,440	July 1, 1889	72 28.20	67 30.60	6	99,842	109.42	11 8	18 0	9 0	5	1	5
		64 28.80	63 22.80	7	85,618		1	18 9	9 3			
5,774	July 1, 1889	72 34.20	67 33	6			1	19 10	8 11			
		64 27	63 30	7			10	18 6	9 0			
							10	18 0	9 2			
800	July 1, 1888	1 24	10 24	6	47,830	76.39	1	19 3	8 11	2	1	2
							10	12 2	8 11			
246	July 1, 1890	29 14.64	37 14.84	7	48,771	133.62	1	16 7	6 7	1	1	1
1,342	July 1, 1890	1 20.64	2 18.54	7	152,972	156.08	6	20 0	9 1	3	1	3
528	July 1, 1890	21 22.55	22 20.40	7								
2,182	July 1, 1888	12 31.9	3 35.1	7	147,814	132.77	(¹⁵)			3	1	4
		6 30.6	9 29.2	7		134.06						
164	July 1, 1889	26 18.90	23 24.24	6	27,466	87.76	(¹⁵)	1	11 10	6 8	1	1
332	July 1, 1889	26 18.46	23 21.82	6			(¹⁵)		(¹⁵)	8 0	(¹⁵)	(¹⁵)
8,664	July 1, 1888	58 35.6	52 36.8	7	98,280	138	1	26 4	8 0	2	1	2
465	July 1, 1888	53 26.7	52 36.8	7								
12,623	July 1, 1888	63 32.2	52 37.4	7								
		2 23.5	1 25.1	6	56,096	179.22	1	16 0	9 1	1	1	1
1,501	July 1, 1890	69 27	70 27	6	27,200	86.90	1	14 7	6 6	1	1	1
822	July 1, 1890	69 24	70 25.50									
2,496	July 1, 1888	2 28.80	5 27	10 6	83,327	133.11	15	15 0	8 10	4	1	4
		4 25.20	3 24.60	10 6	83,327							
1,466	July 1, 1888	4 25.85	1 25.85	10 6	19,080	103.41						
		2 25.80	3 23.40	10 6	19,080							
1,919	July 1, 1888	210 21.71	209 21.81	6	123,992	132.05	12	18 6	9 0	3	1	3
							1	12 11	6 11			
371	July 1, 1888	2 21	1 19.20	6								
566	July 1, 1889	2 21	1 21.10	6								
26,660	July 1, 1889	21 34.90	12 28.80	6	75,208	120.14	12	18 0	9 0	2	1	(¹⁵)

¹² 18.65 miles of route 38034. Aspen Junction to Aspen, Colo., covered by closed-pouch service. (See Table C*.)

¹³ See Charleston and Augusta R. P. O. Transfer clerk Columbia, S. C.

¹⁴ Short run on trains 6 and 9, Columbia and Branchville.

¹⁵ Cars and clerks shown on route 8124.

¹⁶ 43 miles reported as Florence and Augusta R. P. O.

¹⁷ 55 miles reported as Wilmington and Jacksonville R. P. O.

¹⁸ Distance (9.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.

¹⁹ Clerks make two round trips daily except Sunday.

²⁰ Commencing November 21, 1889, the run of clerks on this line was curtailed to begin at Logan, Ohio; decreasing distance, 50.19 miles, and service between Columbus and Logan, Ohio, performed by Columbus and Pomeroy R. P. O. (See Columbus and Pomeroy and Logan and Athens R. P. O's.)

²¹ Clerks of this line divide at Corning, Ohio.

²² Covered by Pittsburgh and Cincinnati R. P. O. (119.40 miles).

²³ Clerks are appointed to Pittsburgh and Cincinnati R. P. O., and are shown with that line.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register. <i>Miles.</i>	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Columbus, Nebr., and Kansas City, Mo.	6	272.08	Columbus, Nebr., Atchison, Kans. (B. and M. R. in Nebr., Atchison, Kans., Winthrop Jc., Mo. (Han. and St. Jo.). Winthrop Jct., Kansas City, Mo. (K. C., St. Jo. and C. Bl.).	23012 23030 (part) 23008 (part) 21004	220.48 (¹) (²) 71.30
Columbus, Midland City and Cincinnati, Ohio.	5	117.85	Columbus, Midland City, Ohio (Col. and Cin. Mid.). Midland City, Cincinnati, Ohio (Cin., Wash. and Balt.).	21022 (part) 21039 (part) 21074	(⁴) 49.68 83.76
Columbus and Pomeroy, Ohio ³ .	5	123.76	Columbus, Logan, Ohio (Col., Hook. Val. and Tol.). Logan, Pomeroy, Ohio (Col., Hook. Val. and Tol.).	17008 31060	85.65 53
Columbus, Ga., and Troy, Ala.	4	85.65	Columbus, Ga., Troy, Ala. (Mob. and Girard R. R.).	31024	43.95
Commerce and Sherman, Tex. ¹⁰	11	53	Commerce, Sherman, Tex. (St. L., Ark. and Tex.).	24085 24020	104.30 170.99
Conroe and Navasota, Tex. ¹¹	11	43.95	Conroe, Navasota, Tex. (G. C. and S. F.).	31016	161.60
Copemish, Mich., and Toledo, Ohio. ¹²	9	276.12	Copemish, Mt. Pleasant, Mich. (T., A. A. and N. M.). Mt. Pleasant, Mich., Toledo, Ohio (T., A. A. and N. M.).	31064	43
Corbin and Middlesborough, Ky. ¹³	5	44.24	Corbin, Middlesborough, Ky. (Louis. and Nash.).	17007 23028	44.27 59.80
Corpus Christi and Laredo, Tex.	11	161.60	Corpus Christi, Laredo, Tex. (Mex. Nat.).	28023	40.41
Corsicana and Hillsboro, Tex.	11	42	Corsicana, Hillsboro, Tex. (St. L., Ark. and Tex.).		
Council Bluffs, Iowa, and Kansas City, Mo.	7	196.52	U. P. Transfer (n. o.), Iowa, Kansas City, Mo. (K. C., St. Jo., C. B.).		
Cranberry, N. C., and Johnson City, Tenn.	3	34.11	Cranberry, N. C., Johnson City, Tenn. (E. T. and W. N. C.).		
Creighton and Norfolk, Nebr.	6	44.05	Creighton, Norfolk Jct., Nebr. (Fre. Elk. and Mo. Vall.).		
Crestline, Ohio, and Chicago, Ill.	5	230.14	Crestline, Ohio, Chicago, Ill. (Penna. Co.).		
Creston and Cumberland, Iowa.	6	47.29	Creston, Cumberland, Iowa (Chi., Bur. and Qcy).		
Creston, Iowa, and St. Joseph, Mo. ¹⁴	7	103.88	Creston, Iowa, Hopkins, Mo. (C. B. and Q.). Hopkins, Mo., St. Joseph, Mo. (K. C., St. Jo. and C. B.).		
Cuba and Salem, Mo.	7	40.96	Cuba Junction (n. o.), Salem, Mo. (S. L. and S. F.).		

¹ Distance (1.5 miles) covered by Cameron, Mo., and Atchison, Kans., R. P. O.² Distance (48.10 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.³ Clerks make two round trips daily except Sunday.⁴ Covered by Grafton and Cincinnati R. P. O., 44.80 miles.⁵ This is the Logan and Pomeroy R. P. O. extended to Columbus, Ohio, taking effect November 21, 1889, and increasing distance 49.60 miles. The extension took up that portion of Columbus and Athens R. P. O. between Columbus and Logan, Ohio.⁶ Balance of route (27.07 miles) shown with Logan and Athens R. P. O.⁷ 1 car in reserve.⁸ 2 reserve cars.⁹ 1 transfer clerk, Columbus.¹⁰ Formerly Mount Pleasant and Sherman, Tex., R. P. O. May 2, 1890, curtailed to commence at Commerce, Tex.; decreased distance 57.10 miles. (See Texarkana, Ark., and Fort Worth, Tex., R. P. O.)¹¹ February 12, 1890, curtailed to end at Navasota, Tex.; decreased distance 26.98 miles. Service between Navasota and Somerville (n. o.), Tex., performed by closed pouches.¹² Reserve.¹³ Order November 27, 1889, extending this line to Copemish, Mich., increasing distance 39.73 miles, in effect December 2, 1889.¹⁴ Held in reserve.¹⁵ This was formerly the Corbin and Pineville R.

in the United States on June 30, 1890.—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are small apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
<i>Lib.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
2,795	July 1, 1890	72 20.79	71 22.58	6	170,822	136.04	2	19 10	8 8	4	1	4
1,835	July 1, 1887	6 9	5 7.50									
10,352	July 1, 1887	6 32	5 32.58									
1,036	July 1, 1888	101 28.80	108 28.80	6	73,774	157.13	2	18 6	8 6	3	1	3
27,445	July 1, 1888	107 30	108 27.60	6	73,774	.....	1	21 0	8 10			
1,486	July 1, 1889	30 25.80	37 27.60	6	50,829	133.76	4	15 9	9 4	4	1	4
1,112	July 1, 1888	34 22.20	33 28.20	6	50,829	.....	1	12 6	9 4			
708	July 1, 1888	30 25.80	37 24.60	6								
		34 27.6	33 25.20	6								
		23 21.6	24 21.6	6	53,616	171.30	3	24 6	9 0	1	1	2
247	July 1, 1890	85 19.87	84 19.87	7	38,690	106	(¹) 1	10 6	7 0	1	1	(¹) 1
297	July 1, 1890	33 6.13	36 7.64	7	32,080	87.90	12 1	13 3	6 10	1	1	1
1,058	Apr. 1, 1890	3 22.89	2 22.65	6			12 2	20 2	8 10			
1,421	July 1, 1888	3 28.38	2 25.90	6	163,862	138.06	12 2	14 7	9 3	4	1	4
							2	25 0	9 3			
284	July 1, 1890	83 16.20	82 16.80	6	23,765	88.48	1	14 9	9 8	1	1	1
278	July 1, 1890	2 13.46	1 13.46	7	117,968	107.73	12 1	12 0	6 0	3	1	3
296	July 1, 1890	31 9.50	32 9.40	7	30,660	84.00	1	10 6	7 0	1	1	1
10,352	July 1, 1887	2 28.41	1 28.07	7	286,919	131.01	2	44 0	9 2	6	2	15
		4 22.46	3 21.25	7			12 1	40 4	9 1			
183	July 1, 1888	2 9.42	1 9.42	6	21,853	68.23	12 1	40 0 1/2	8 11 1/2	1	1	1
							1	11 7	7 4			
461	July 1, 1890	82 15.75	81 16.12	6	27,575	88.10	12 1	10 6	5 6	1	1	1
							1	10 0	7 3			
27,731	July 1, 1888	1 26.40	20 27.60	6	175,368	140.07	5	25 2	9 2	4	2	(¹) 2
		3 27.60	8 33	7	187,134					4	2	
334	July 1, 1887	121 14.84	122 15.67	6	29,603	94.56	12 1	11 11	6 9	1	1	1
							12 1	11 11	7 6			
334	July 1, 1887	131 29.33	130 26.40	7	83,731	103.88	2	22 0	9 2	4	1	5
2,370	July 1, 1887	183 31.06	182 31.06	7								
		10 27.60	9 26.88	7								
		12 27.60	11 26.58	7								
183	July 1, 1888	51 16.95	52 16.28	6	25,641	81.92	1	7 0	5 0	1	1	1

P. O. On December 23, 1889, the run of clerk was extended to end at Middlesborough, Ky., increasing distance 12.61 miles.

¹² Clerks do not run over branch of route 28006, Winthrop Junction to East Atchison, Mo., 1.10 miles.

¹³ Kansas City, Mo., and Oxford, Nebr., R. P. O. runs over this route between Kansas City and Napier, Mo.; the Columbus, Nebr., and Kansas City, Mo., R. P. O. between Kansas City, Mo., and Winthrop Junction, Mo., and the Villisca, Iowa, and Saint Joseph, Mo., R. P. O. between Bigelow and St. Joseph, Mo.

¹⁴ 1 helper on trains 1 and 2, six days in each week, between Kansas City and St. Joseph, Mo., 67 miles; 1 helper on trains 3 and 4, five days in each week, between Kansas City and

Forbes Station, Mo., 87.40 miles; 1 clerk assigned to duty as chief clerk at St. Joseph, Mo.

¹⁵ In reserve.

¹⁶ Reserve car.

¹⁷ Balance of route, Verdigris to Creighton, Nebr. (11.38 miles) covered by closed pouches. (See Table C.)

¹⁸ Covered by Pittsburgh and Chicago R. P. O., 279.5 miles.

¹⁹ Clerks are appointed to Pittsburgh and Chicago R. P. O. and are shown with that line.

²⁰ Service placed on trains 3 and 8, in apartment cars, on August 1, 1889.

²¹ Doubled daily service; reported last year as single. Additional service in effect May 25, 1890.

²² 1 helper upon day line, over entire route four days in each week.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cumberland, Md., and Elkins, W. Va.	3	114.70	Cumberland, Md., Piedmont, W. Va. (W. Va. Central). Piedmont, Shaw, W. Va. (W. Va. Centl.) .. Shaw, Thomas, W. Va. (W. Va. Centl.) ...	12019 12007 12009	28.18 10.97 39.40
				(part)	
Cumberland, Md., and Piedmont, W. Va.	3	33.73	Thomas Elkins, W. Va. Cumberland, Md., Piedmont, W. Va. (Cumberland and Penna.).	12027 10011	33.50 33.79
Cumberland Gap and Knoxville, Tenn. ¹	5	69.52	Cumberland Gap, Knoxville, Tenn. (Knox., Cum. Gap and Louis.)	19030	68.89
Cumberland, Md., and Pittsburgh, Pa.	3	150.73	Cumberland, Md., Pittsburgh, Pa. (Balto. and Ohio).	8063	150.70
Curwensville and Tyrone, Pa.	2	47.45	Curwensville, Tyrone, Pa. (Penna.).....	8635	47.48
Dallas and Kemp, Texas.....	11	49.38	Dallas, Kemp, Tex. (Texas Trunk)	31031	49.38
Danbury and South Norwalk, Conn.	1	23.61	Danbury, So. Norwalk, Conn. (Hous., Dan. and Nor. Div.).	5013	22.43
Danville and Buffalo, N. Y.	2	95.98	Danville, Attica, N. Y. (N. Y., L. E. and W.). Attica and Buffalo, N. Y. (N. Y., L. E. and W.).	6006 6008	65.21 (?)
				(part)	
Danville and Cairo, Ill.	6	259.03	Danville, Cairo, Ill. (Cairo, Vinc. and Chi.).	23050	261.05
Danville and Stuart, Va.	3	76.16	Danville, Stuart, Va. (D., M. and S. W.)...	11028	76.52
Danville and Tuscola, Ill.	6	50.49	Danville, Tuscola, Ill. (Chi. and East. Ill.).	23044	50.49
Davenport, Iowa, and Atchison, Kans.	6	337.35	Davenport, Iowa, Altamont, Mo. (Chi., R. I. and Pac.). Altamont, Rushville, Mo. (Chi., R. I. and Pac.).	27017 28057	269.53 65.68
				(part)	
Dayton and Ironton, Ohio.	5	168.45	Rushville, Mo., Atchison, Kans. (Chi., R. I. and Pac.). Dayton, Ironton, Ohio (Dayton, Ft. Wayne and Chic.).	28032 21054	(18) 169.65
Decatur and Effingham, Ill.	6	83	Decatur, Bement, Ill. (Wabash)	21019	(14)
				(part)	
			Bement, Shumway, Ill. (Wabash)	23066	52.50
				(part)	
Decherd and Columbia, Tenn. ..	5	87.15	Shumway, Effingham, Ill. (Wabash)	23063	9.24
			Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	19005	40.41
Decorah and Cedar Rapids, Iowa.	6	122.06	Fayetteville, Columbia, Tenn. (Nash., Chatt. and St. L.).	19015	48.87
Delaware and Columbus, Ohio. ..	5	25.68	Decorah, Cedar Rapids, Iowa (Bar., C. Rap. and North.).	27002	122.21
Delphos and Dayton, Ohio.	5	96.38	Delaware, Columbus, Ohio (Cleve., Cin., Chic. and St. L.).	21013	24.48
Denison and Houston, Tex. ¹⁷ ..	11	337.09	Delphos, Dayton, Ohio (Dayton, Ft. Wayne and Chic.).	21039	95.43
			Denison, Houston, Tex. (H. and T. C.)	31003	337.09
Denison and Mineola, Tex.	11	103.19	Denison, Mineola, Tex. (M., K. and T.)....	31017	103.19
Denison and Taylor, Tex. ¹⁹	11	258.50	Denison, Whitesborough, Tex. (M., K. and T.).	31022	24.90
				(part)	
			Whitesborough, Taylor, Tex. (M., K. and T.).	31028	234.05
				(part)	

¹ Reserve cars.² 6.20 miles covered by closed-pouch service. (See "Thomas and Davis, W. Va." Table C.)³ New service; established December 16, 1899.⁴ 1 helper on trains 11 and 12, between Pittsburgh and Connelleville, Pa. (57.80 miles.) See Sandusky, Wheeling, and Pittsburgh R. P. O.⁵ Reserve car.⁶ Clerk alternates with Rochester and Olean clerks.⁷ 31.13 miles covered by Horn. and Buffalo R. P. O.⁸ Cars and clerks shown on route No. 8006.⁹ Whole car.¹⁰ 1 clerk detailed to transfer duty at Danville, Ill.¹¹ Balance of route (69.22 miles) covered by Trenton, Mo., and Leavenworth, Kans., R. P. O.¹² Whole car.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).			Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
437	July 1, 1889	122 29	4 22 29	6	71,802	114.70	1	12 0	9 0	2	1	2
464	July 1, 1889	122 34	4 22 34				1	12 0	9 0			
380	July 1, 1889	121 10	4 21 10				1	8 0	7 0			
203	Aug. 5, 1890	121 30	4 21 30				1	9 11	9 8	1	1	1
730	July 1, 1890	2 17 40	1 19 07	6	21,115	134.92	1	10 5	8 8			
		4 17 11	3 18 37	6	21,115		1	10 4	7 9			
		2 15 60	1 15 06	6	23,498	139.94	1	13 6	9 0	1	1	1
6,197	July 1, 1889	11 28 12	12 28 57	6	94,357	100.48	2	21 11	8 11	2	1	47
		9 29 03	10 28 12	7	110,033	100.48	1	14 8	8 9			
1,156	July 1, 1889	120 53	2 18 19	6	29,704	94.50	1	15 0	8 7	3	1	1
1,161	July 1, 1890	2 14 10	1 16 30	6	30,912	98.76	1	16 0	8 0	1	1	1
1,443	July 1, 1889	5 22 80	12 22 09	6	14,779	94.44	1	11 3	6 0	1	1	1
		13 23 19	24 21 10	6	14,779							
2,114	July 1, 1889	117 26 60	118 23 35	6	60,063	135.10	1	19 6	9 0	1	1	1
5,787	July 1, 1885	117 23 25	118 23 84	6			(⁶)	(⁶)	(⁶)	(⁶)	(⁶)	(⁶)
613	July 1, 1887	1 21 75	2 24 85	6	162,153	129.51	1	39 6	9 6	4	1	105
							1	24 6	9 9			
360	July 1, 1889	2 12 27	1 13 22	6	47,676	152.32	1	9 2	5 0	1	1	1
226	July 1, 1888	73 19 35	70 18 75	6	31,607	100.96	1	11 10	6 9	1	1	1
3,017	July 1, 1887	15 24 45	16 25 02	7	246,265	168.67	1	41 4	9 4	4	2	8
1,656	July 1, 1887	15 21 67	16 21 67				1	39 4	9 4			
693	July 1, 1887	15 20	16 20									
865	July 1, 1888	1 22 80	2 22 80	6	105,450	112.30	2	20 2	9 3	3	1	3
13,486	July 1, 1888	48 26	47 26	6	51,958	166	1	11 5	7 0	1	1	1
1,085	July 1, 1887	85 21	84 21				1	17 7	8 7½			
418	July 1, 1887	85 18 48	84 18 48									
374	July 1, 1888	141 18 60	142 21	6	54,556	87.15	1	10 3	6 7	2	1	2
							1	8 8	6 6			
190	July 1, 1888	141 12 22	142 10 80	6								
617	July 1, 1887	52 21 85	51 22 87	6	76,409	122.06	2	13 8	9 1	2	1	
							1	12 0	8 9			
5,662	July 1, 1888	3 29 40	2 29 40	6	16,076	51.36	1	12 6	8 6	1	1	1
203	July 1, 1888	21 17 40	20 20 40	6	60,334	96.38	1	14 0	7 7	2	1	2
6,193	July 1, 1890	2 24 97	1 24 90	7	246,075	168.54	3	22 0	9 0	4	2	14
							1	22 0	9 0			
		4 23 24	3 24 13	7	162,841	134.83						
1,153	July 1, 1890	11 20 64	12 24 76	7	75,534	103.19	1	20 5	7 5	2	1	2
							1	16 7	6 7			
2,211	July 1, 1890	3 23	4 23	7	188,705	129.25	1	22 1	9 6	4	2	12
							1	22 0	9 3			
		1 21 34	2 23	7	15,510	129.25	1	21 9	9 3	4	1	
6,173	July 1, 1890	3 22 17	4 22 65	7			1	16 7	6 7			
		1 19 64	2 19 50	7								

¹² Distance (5 miles) covered by Atchison Junction, Mo., and Atchison, Kans., R. P. O.¹⁴ Distance (19.50 miles) covered by La Fayette, Ind., and Quincy, Ill., R. P. O.¹⁵ Balance of route (152.80 miles) covered by Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and between Shumway and Altamont, Ill. (10.54 miles), by closed pouches. (See Table C.)¹⁶ Reserve.¹⁷ November 1, 1889, service established on trains 3 and 4.¹⁸ 1 clerk detailed as transfer clerk at Houston, Tex.¹⁹ June 1, 1890, service established on trains 1 and 2.²⁰ 85.84 miles; balance of route 310.2 covered by Henrietta and Dallas, Tex., R. P. O.²¹ Henrietta and Dallas, Tex., R. P. O., also runs over 37.50 miles of route 310.2, between Whitesboro and Denton, Tex.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Denver and Aspen, Colo.	7	<i>Miles.</i> 408.49	Denver, Pueblo, Colo. (D. and R. G.)	38001 ^(part)	120.28
			Pueblo, Leadville, Colo. (D. and R. G.)	38019	161.76
Denver, Colo., and Fort Worth, Tex.	11	804	Leadville, Aspen, Colo. (D. and R. G.)	38018	137.82
			Denver, Pueblo, Colo. (D., T. and Ft. W.) ..	38023	128.48
			Pueblo, Colo., Texline, Tex. (D., T. and Ft. W.) ..	31065	228.51
			Texline, Fort Worth, Tex. (Ft. W. and D. C.) ..	31037	453.12
Denver and Georgetown, Colo. .	7	51.10	Denver, Argo Junction (n. o.), Colo. (C. C.) ..	38003 ^(part)	(^b)
			Argo Junction (n. o.), Georgetown, Colo. (C. C.) ..	38020 ^(part)	147.50
Denver and Leadville, Colo.	7	150.74	Denver, Leadville, Colo. (D., S. P. and P.) ..	38005	150.74
Denver, Colo., and Ogden, Utah.	7	772.56	Denver, Pueblo, Colo. (D. and R. G.)	38001 ^(part)	(^c)
			Pueblo, Salida, Colo. (D. and R. G.)	38019 ^(part)	(^d)
			Salida, Grand Junction, Colo. (D. and R. G.) ..	38012 ^(part)	209.43
			Grand Junction, Colo., Ogden, Utah (D. and R. G.) ..	41002	348.90
Des Moines and Albia, Iowa. .	6	68.46	Des Moines, Albia, Iowa (Chi., Bur. and Qey.) ..	27038	68.81
Des Moines, Iowa, and Cainesville, Mo.	6	112.13	Des Moines, Iowa, Cainesville, Mo. (D. M., O. and South.) ..	27084	112.13
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. I. and Pac.) ..	27019	163.04
Des Moines, Iowa, and Moberly, Mo.	6	212.52	Des Moines, Harvey, Iowa (Wab. Western.) ..	27060	43.52
			Harvey, Evans, Iowa (Wab. Western)	27108	10.48
			Evans, Ottumwa, Iowa (Wab. Western) ..	27105	22.01
			Ottumwa, Iowa, Moberly, Mo. (Wab. Western) ..	28007	131.54
Des Moines, Iowa, and St. Joseph, Mo.	6	200.06	Des Moines, Avon, Iowa (Chi., Bur. and Qey.) ..	27038 ^(part)	(^e)
			Avon, Indianola, Iowa (Chi., Bur. and Qey.) ..	27092 ^(part)	14.47
			Indianola, Chariton, Iowa (Chi., Bur. and Qey.) ..	27042	34.05
			Chariton, Bethany Jct. (n. o.), Iowa (Chi., Bur. and Qey.) ..	27006 ^(part)	49.68
			Bethany Jct. (n. o.), Iowa, Albany, Mo. (Chi., Bur. and Qey.) ..	27061	46.12
			Albany, St. Joseph, Mo. (Chi., Bur. and Qey.) ..	28037	49.63
Des Moines, Iowa, Savannah and St. Joseph, Mo.	6	161.34	Des Moines, Iowa, St. Joseph, Mo. (Chi., St. P. and K. City) ..	27108	161.34
Des Moines and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West.) ..	27030	60.02
			Jewell, Carnarvon, Iowa (Chi. and No. West.) ..	27066	73.50
			Carnarvon, Onawa, Iowa (Chi. and No. West.) ..	27038 ^(part)	64.57
			Onawa, Sioux City, Iowa (Chi. and No. West.) ..	27020 ^(part)	(^f)

¹ Denver, Colo., and Ogden, Utah. R. P. O. runs over route 38001 between Denver and Pueblo, Colo. (120.28 miles), and over route 38019, between Pueblo and Salida, Colo. (96.90 miles).

² 49.70 miles of route 38001, between Pueblo and Cucharas, Colo., covered by Pueblo and Silvertown R. P. O., and 37.10 miles between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C.)

³ 1 clerk detailed to office of superintendent. 1 helper daily to Bellvue, Tex. (78 miles).

⁴ Reserve.

⁵ 3.20 miles distance; route 38003 covered by Greeley and Denver R. P. O.

⁶ In reserve.

⁷ 4.46 miles of route 38020, between Georgetown and Silver Plume, Colo., covered by closed-pouch service. (See Table C.)

⁸ 1 clerk detailed to transfer service, Union depot, Denver, Colo.

⁹ 120.28 miles distance on route 38001, between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.

¹⁰ Clerks act as helpers alternately, 2 days in each.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train number taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).			Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
4,393	July 1, 1890	325.18	426.10	7	298,198	136.16	2	18 5	7 5	6	1	0
4,372	July 1, 1890	3 & 22.54	4 & 22.54	7			1	19 8	7 5			
1,464	July 1, 1890	203 19.56	204 19.56	7								
1,958	July 1, 1890	125.29	224.88	7	643,880	100.80	4	21 6	9 3	10	1	12
1,805	July 1, 1890	122.85	222.50	7			2	33 6	9 6			
2,216	July 1, 1890	125.64	223.85	7			1	17 3	9 6			
							4	50 6	9 3			
1,765	July 1, 1890	381 12.50	382 18.75	7	37,303	102.20	1	14 11	7 6	1	1	1
1,529	July 1, 1890	381 14.22	382 14.81	7			1	14 10	7 6			
1,881	July 1, 1890	401 16.15	402 16.29	7	110,040	100.49	1	16 1	7 5	3	1	4
4,393	July 1, 1890	125.18	226.09	7	563,069	171.68	1	16 3	7 5			
4,372	July 1, 1890	122.86	222.80	7			2	15 3	7 7			
2,385	July 1, 1890	118.02	218.97	7			1	13 8	7 6	9	1	10
1,107	July 1, 1886	121.89	223.46	7			5	16 0	7 5			
1,968	July 1, 1887	102 26.32	101 24.73	7	49,976	68.46	1	13 5	7 5			
171	July 1, 1887	1 9.53	210.18	6	70,193	112.13	1	18 4	7 5			
1,152	July 1, 1887	52 21.73	53 24.15	6	102,088	108.72	1	16 6	9 0	3	1	3
485	July 1, 1885	8 23.46	7 22.63	7	155,139	141.68	2	19 0	9 2	12	1	5
1,057	June 21, 1889	8 25.15	7 23.90									
1,609	June 21, 1889	8 22.40	7 22.40									
2,367	July 1, 1887	8 27.58	7 24.58									
1,968	July 1, 1887	112 22.50	111 22.50	6	82,344	131.54	1	10 9	9 2	12	1	
1,959	July 1, 1887	112 21.15	111 22.20	6	125,237	100.03	2	22 8	8 9	4	1	10
1,997	July 1, 1887	112 23.36	111 22.07									
991	July 1, 1887	112 24.50	111 22.61									
1,017	July 1, 1887	112 27.30	111 24.82									
1,110	July 1, 1887	112 30.73	111 26.73									
477	July 1, 1889	226.83	126.83	7	117,778	107.56	2	15 7	7 1	3	1	3
2,398	July 1, 1887	54 21.82	57 21.18	6	149,389	119.32	1	24 0	9 2	4	1	15
934	July 1, 1887	13 26.73	12 28.45									
1,163	July 1, 1887	13 28.67	12 21.50									
7,209	July 1, 1887	9 29.76	10 31									

week, between Denver and Castle Rock, Colo (32.70 miles), and other 5 days at Union depot, Denver, Colo.

¹¹ 96.90 miles distance on route 38019, between Pueblo and Salida, Colo., covered by Denver and Aspen, Colo., R. P. O.

¹² 1 car in reserve.

¹³ Through run.

¹⁴ Short run, Ottumwa, Iowa, to Moberly, Mo. (131.54 miles).

¹⁵ Distance (7.50 miles) covered by Des Moines and Albia, Iowa, R. P. O.

¹⁶ 1 helper between Bethany Junction, Iowa, and St. Joseph, Mo.

¹⁷ Balance of route (44.23 miles) covered by Bethany Junction (n. o.), Iowa, and Grant City, Mo., R. P. O.

¹⁸ 1 of these cars in reserve.

¹⁹ 1 clerk detailed as assistant to chief clerk at Des Moines, Iowa.

²⁰ Balance of route (16.70 miles) covered by Carroll and Moville, Iowa, R. P. O.

²¹ Distance (37.20 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Somerset Jct. (n. o.), Iowa (Chi., R. I. and Pac.), Somerset Jct. (n. o.), Winterset, Iowa (Chi., R. I. and Pac.).	27015 (part) 27076	16.07 27.70
Detroit, Mich., and Chicago, Ill. ¹	9	286.60	Detroit, Jackson, Mich. (Mich. Cent.) Jackson, Mich., Chicago, Ill. (Mich. Cent.).	24006 24080	76.06 210.16
Detroit, Mich., and Cincinnati, Ohio. ²	5	262.88	Detroit, Mich., Toledo, Ohio (Mich. Cent.). Toledo, Dayton, Ohio (Dayton and Mich.). Dayton, Cincinnati, Ohio (Cin., Ham. and Day.).	24035 21023 21026	59.30 144.18 59.38
Detroit and Grand Haven, Mich. ¹¹	9	183.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	24027	183.14
Detroit and Grand Rapids, Mich. ¹²	9	176.65	Detroit, Jackson, Mich. (Mich. Cent.) Jackson, Grand Rapids, Mich. (Mich. Cent.).	24006 24010	(13) 94.68
Detroit, Mich., and Logansport, Ind.	9	204.36	Detroit, Mich., Butler, Ind. (Wabash) Butler, Logansport, Ind. (Wabash).	22027 22054	115 94.01
Detroit, Three Rivers, Mich., and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.) Jackson, Niles, Mich. (Mich. Cent.) Niles, Mich., Chicago, Ill. (Mich. Cent.)	24006 24008 24080	(14) 104.25 (15)
Detroit, Mich., and Toledo, Ohio (night line).	9	65.90	Detroit, Mich., Toledo, Ohio (L. S. and M. S.).	24001	64.97
Dickson and Kimmins, Tenn.	5	47.72	Dickson, Kimmins, Tenn. (Nash., Chat. and St. L.).	19016	47.07
Dodds and Cincinnati, Ohio . . .	5	36.73	Dodds, Cincinnati, Ohio (Cin., Leb. and North.).	21078	37.60
Dodgeville, Wis., and Freeport, Ill.	10	65.97	Dodgeville, Wis., Red Oak, Ill. (Ill. Cent.). Red Oak, Freeport, Ill. (Ill. Cent.).	23104 23103 (part)	57.35 (16)
Downingtown and New Holland, Pa.	2	28.28	Downingtown, New Holland, Pa. (Pa.). . . .	8047	27.19
Downs and Stockton, Kans.	7	42.32	Downs, Alton, Kans. (Cent. Bh. U. P.). . . . Alton, Stockton, Kans. (Rooks Co.).	33029 33047	24.05 19.07
Dresden and Morrow, Ohio. ¹³ . .	5	148.62	Trinway, Morrow, Ohio (Cin. and Musk. Val.).	21029	148.61
Driftwood and Red Bank Furnace, Pa.	2	109.98	Driftwood, Red Bank Furnace, Pa. (A. V.).	8076	109.97
Dubuque, Iowa, and Mendota, Ill.	6	132.39	Dubuque, Iowa, Mendota, Ill. (Ills. Cent'l).	22021 (part)	131.79

¹ Balance of route, Somerset Junction to Indianapolis, Iowa (647 miles), covered by closed pouches. See Table C'.

² Reserve.

³ Double service on trains 3 and 2 daily except Sunday; on trains 9 and 16 daily.

⁴ 1 car held in reserve; 1 vacancy on line; 1 acting clerk employed.

⁵ 1 clerk detailed as chief clerk at Detroit, Mich.; 4 clerks detailed to the Detroit, Three Rivers and Chicago R. P. O.; 2 clerks detailed as transfer clerks at Detroit, Mich.; 1 clerk detailed as transfer clerk at Jackson, Mich.; 1 clerk detailed as transfer clerk at Michigan City, Ind.; 1 clerk detailed to office of chief clerk at Detroit, Mich.; 2 clerks assigned as short stops, trains 2 and 11, between Chicago, Ill., and Kalamazoo, Mich.; 1 clerk assigned

as short stop on trains 9 and 16 five days each week between Detroit and Battle Creek, Mich.

⁶ Shown opposite route 24006.

⁷ This line was formerly the Toledo and Cincinnati R. P. O. On March 1, 1890, the Toledo and Cincinnati R. P. O. day line was extended to Detroit, Mich., increasing distance 59.30 miles, and on April 20, 1890, the Toledo and Cincinnati R. P. O. night line was also extended to Detroit, Mich. Previous to March 1, 1890, that part of line between Detroit, Mich., and Toledo, Ohio, was located in the Ninth Division. The annual miles of service for whole of fiscal year counted by the Fifth Division.

⁸ 1 car in reserve.

⁹ Day line.

¹⁰ Night line.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).						Length.	Width.			
Lbs.									Ft. In.	Ft. In.			
643	July 1, 1887	33 21.34	34 21.34	6	28,855	85.80	1	13 1	9 4		1	1	1
599	July 1, 1887	33 20.77	34 20.77	6			1	22 6	9 4				
17,779	July 1, 1888	8 84.84	2 33.64	6	179,468	122.92	4	52 2	9 2		4	3	44
22,134	June 11, 1889	9 30.21	16 28.89	7	209,284	143.34	2	54 2	9 2		4	5	
		3 34.02	2 28.28	6									
		5 25.43	16 31.87	7	(¹⁰)								
7,322	July 1, 1888	301 29.65	306 30.60	6	164,563	131.44	5	40 0	9 2		4	2	20
		307 29.65	302 29.65	7	156,971						4	10	
6,648	July 1, 1888	301 31.20	306 31.20	6									
		307 28.80	302 27.60	7									
8,951	July 1, 1888	301 34.20	306 37.20	6									
		307 29.60	302 27.60	7									
3,017	July 1, 1888	13 26.07	16 24.92	6	118,276	94.47	1	23 1	8 9		4	1	
		13 26.25	18 26.25	6	98,595	157.50	1	21 5	9 0		2	1	8
							1	23 0	8 11				
							1	23 1	9 3				
							1	23 4	9 3				
17,799	July 1, 1888	23 33.04	4 24.55	6			1	54 2	9 2				
		15 34.94	14 33.64	6			2	15 6	9 2		5	1	16
4,914	July 1, 1889	103 25.61	104 32.19	6	189,875	121.32							
		105 28.89	102 37.56	6									
1,035	July 1, 1888	51 30.32	26 29.66	6			2	17 10	9 7				
1,044	July 1, 1888	51 27.28	26 27.28	6	127,929	186.24	1	36 9	9 10		3	1	3
17,799	July 1, 1888	11 26.72	2 33.64	6									
1,057	July 1, 1888	61 26.40	62 23.41	6	171,831	187.24	2	18 0	9 2		4	1	(¹²)
22,134	June 11, 1889	11 25.87	4 29.68	6									
4,869	July 1, 1888	101 27.81	130 11.90	6	41,253	131.80	1	86 0	9 2		1	1	1
188	July 1, 1889	161 9.41	162 9.41	6	29,873	95.44	1	7 0	6 6		1	1	1
							1	7 7	5 2				
337	July 1, 1888	10 21.60	1 18	6	22,993	73.46	1	9 9	5 5		1	1	1
263	July 1, 1889	33 26.30	32 26.30	6	35,061	181.94	1	15 1	7 3		1	1	1
716	July 1, 1889	33 24.60	32 24.60										
394	July 1, 1889	253 8.19	250 14.88	6	17,703	56.56	1	8 0	6 9		1	1	1
418	July 1, 1890	411 23.60	412 23.60	7	30,894	(¹³)	1	20 0	8 9	(¹⁴)	(¹⁵)	(¹⁶)	
256	July 1, 1890	411 22.62	412 22.62	7									
1,042	July 1, 1888	11 24.77	12 25.80	20	101,585	148.62	1	16 6	8 9		4	1	4
		7 28.80	6 27	6	101,580		1	16 2	8 6				
							1	16 4	8 6				
							1	16 6	8 10				
774	July 1, 1889	2 20.95	1 20	6	68,847	109.98	1	18 0	8 10		2	1	2
							1	17 0	8 10				
4,579	July 1, 1887	5 24.18	6 27.58	6	82,876	132.39	1	35 4	9 0		2	2	4

¹¹ One clerk detailed as transfer clerk at Detroit, Mich.; 1 clerk assigned as short-stop between Detroit and Durand, Mich. (67 miles) five days each week on trains 11 and 16.

¹² Clerks on trains 11 and 18 run between Detroit and Grand Rapids, Mich., 157.50 miles, giving, in connection with trains 13 and 16, double service between these points daily except Sunday.

¹³ In shop at Detroit, Mich.

¹⁴ Held in reserve.

¹⁵ Shown in Report of Detroit and Chicago R. P. O.

¹⁶ Double service between Jackson and Grand Rapids, Mich. (94.68 miles), daily except Sunday.

¹⁷ 1 clerk assigned as short stop between Detroit and Jackson, Mich. (76.66 miles).

¹⁸ Clerks appointed to the Detroit and Chicago R. P. O. On trips inward this clerk acts as helper

to the Detroit and Chicago R. P. O. day line between Jackson and Detroit, Mich. On trips outward this clerk takes charge of registered matter. Local service performed by the Detroit and Cincinnati R. P. O. day line.

¹⁹ In reserve.

²⁰ Distance (8.62 miles) covered by Madison, Wis., and Freeport, Ill. R. P. O.

²¹ Service upon this line is performed by second clerks in crews of Atchison and Lenora, Kans., R. P. O.

²² This line was formerly the Dresden and Cincinnati R. P. O. On November 13, 1889, the run of the clerks was curtailed to end at Morrow, Ohio, decreasing distance 37.47 miles.

²³ Clerks make two round trips daily, except Sunday.

²⁴ Balance of route (211.48 miles) covered by Mendota and Centralia, Ill., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Dubuque and Sioux City, Iowa.	6	<i>Miles.</i> 327.64	Dubuque, Sioux City, Iowa (Illa. Central).	27021	327.70
Duluth, Minn., and Eau Claire, Wis.	10	160.80	Duluth, Minn., Mills, Wis. (C., St. P., M. and O.). Mills, Chicago Junction (n. o.), Wis. (C., St. P., M. and O.). Chicago Junction (n. o.), Eau Claire, Wis. (C., St. P., M. and O.). Duluth, St. Paul, Minn. (St. P. and Duluth).	25051 25028 (part) 25048	70.83 (⁹) 81.85
Duluth and St. Paul, Minn.....	10	151.83	Duluth, St. Paul, Minn. (St. P. and Duluth).	25007	151.83
Duluth and Staples, Minn.....	10	141.39	Duluth, Staples, Minn. (Northern Pacific).	25011	144.01
Dunkirk, N. Y., and Titusville, Pa.	2	91.41	Dunkirk, N. Y., Titusville, Pa. (D., A. V. and P.).	6019	91.27
Dunlap and Chattanooga, Tenn.	5	66.60	Dunlap, Tenn., Bridgeport, Ala. (Nash., Chatt. & St. L.). Bridgeport, Ala., Chattanooga, Tenn. (Nash., Chatt. & St. L.).	19012 19004	38.06 (⁹)
Du Pont, Ga., and Gainesville, Fla.	4	119.31	Du Pont, Ga., Gainesville, Fla. (S. Fla. & West. Ry.).	(part) 15036	119.31
Durand and East Saginaw, Mich.	9	39.96	Durand, East Saginaw, Mich. (C., S. & N.).	24083	39.96
Dwight and Washington, Ill.....	6	70.12	Dwight, Washington, Ill. (Chi. & Alton) ..	23019	70.12
Easton and Hazleton, Pa.....	2	69.18	Easton, Penn Haven Jct., Pa., (L. V.).....	8010 (part)	(⁹)
			Penn Haven Jct., Hazleton, Pa. (L. V.) ..	8016	14.80
East Saginaw and Howard City, Mich.	9	81.51	East Saginaw, Alma, Mich. (D., L. & N.) ..	(part) 24030	38.76
East Saginaw and Port Huron, Mich.	9	92.06	Alma, Howard City, Mich. (D., L. & N.) .. East Saginaw, Yale, Mich. (F. & P. M.) ..	(part) 24041 24025	42.90 166.35
Eatonton and Gordon, Ga.....	4	38.48	Yale, Port Huron, Mich. (F. & P. M.).....	(part) 24047	24.68
Eau Claire, Wis., and Wabasha, Minn.	10	49.40	Eatonton, Gordon, Ga. (Cent. R. R.).....	15014	38.48
Echo and Long Island City, N. Y.	2	58	Wabasha, Minn., Eau Claire, Wis. (C. M. & St. P.).	25047	49.27
			Echo, Hicksville, N. Y. (L. I.).....	6046	32.46
			Hicksville, Jamaica, N. Y. (L. I.).....	6045	(²¹)
Edmeston and Sidney, N. Y.....	2	32.77	Edmeston, Sidney, N. Y. (N. Y., O. & W.) ..	(part) 6101	33.29
Egan, S. Dak., and Sioux City, Iowa.	10	125.38	Egan, Sioux Falls, S. Dak. (C. M. & St. P.) ..	235007 (part)	34.91
			Sioux Falls, Elk Point, S. Dak. (C. M. & St. P.).	27034	70.61
			Elk Point, S. Dak., Sioux City, Iowa, (C. M. & St. P.).	35001	(²⁴)
Elba and Rocky Mount, Va....	3	37.26	Elba, Rocky Mount, Va. (Rich. & Dan.) ..	(part) 11022	37.21
Ellsworth and Burrton, Kans. ²⁵	7	72.39	Ellsworth, Burrton, Kans. (St. L. and S. F.) ..	33087	72
				(part)	

¹ Clerk detailed to transfer duty at Sioux City, Iowa.² Whole cars in reserve.³ Distance (8.20 miles) covered by Ashland, Wis. and St. Paul, Minn., R. P. O.⁴ In reserve.⁵ Clerks alternate with Larabee and Clermont clerk as helper on Buffalo and Emporium R. P. O.⁶ This line was formerly the Dunlap and Bridgeport R. P. O. On January 9, 1890, the run of clerk was extended to end at Chattanooga, Tenn., increasing distance 28.58 miles. Previous to that date the clerk made extra trips on trains 81 and 82, between Jasper, Tenn., and Bridgeport, Ala., distance 12 miles.⁷ Covered by Nashville and Chattanooga R. P. O. (28.40 miles).⁸ Short run New York and Elmira R. P. O.⁹ 52.50 miles covered by New York and Elmira R. P. O.¹⁰ Service performed in New York and Elmira R. P. O.¹¹ 1 helper.¹² Service performed between Manch Chunk and Easton only.¹³ 8.60 miles covered by Hazleton and Sunbury R. P. O.¹⁴ Cars and clerks shown on route 8016.¹⁵ Remainder of route (7.20 miles), Alma to Ithaca, Mich., covered by closed-pouch service. (See Table C.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train number taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
8,922	July 1, 1887	424.87	224.83	324.83	224.83	6	205,103	163.82	2	35 4	9 0	4	2	17
		224.85	129.54			6	205,103	163.82	2	30 0	9 0	4	2	
									1	44 4	9 0			
									2	50 34	9 04			
666	July 1, 1887	9126.47	9223.66			6	100,661	107.20	2	50 0	9 42	3	1	3
									1	19 7	9 4			
									1	22 2	9 4			
1,143	July 1, 1887	9127.99	9227.99											
886	July 1, 1887	9127.43	9225.98											
1,183	July 1, 1887	221.97	122.80			6	95,046	101.22	2	22 0	8 6	3	1	3
									1	22 0	9 4			
818	Nov. 24, 1889	1126.58	1225.41			6	90,369	144.39	1	24 0	8 10	2	1	3
									1	23 9	8 11			
945	July 1, 1889	122.28	424.28			6	57,223	134.38	1	18 0	9 0	2	1	2
104	July 1, 1888	8015.00	81.15			6	36,389	183.88	1	11 114	6 9	1	1	1
6,608	July 1, 1888	8021.00	81.19.80											
1,313	July 1, 1888	5919.8	60.23			7	87,096	119.31	1	18 0	9 3	2	1	2
451	Mar. 25, 1889	829.40	729.40			6	25,015	79.92	1	14 8	9 0	1	1	1
307	July 1, 1887	122.22.70	121.28			6	43,901	140.26	1	18 10	9 5	1	1	1
4,653	July 1, 1889	102.26	7.25			6	43,307	97.96	2	13 0	10 0			
		18.34	3.26			6	43,307	97.96	2	14 8	10 0	4	1	115
		6.23	21.27.05			6	28,815		1	15 0	10 0			
									1	21 0	10 10			
939	July 1, 1889	225.50	718.54			6	-----	-----	(14)	-----	-----	(14)		
		1825.50	318.54			6	-----	-----	(14)	-----	-----	(14)		
		6125.46	6223.87			6	51,025	108.68	1	8 9	5 7	12	1	1
									1	20 0	8 10			
442	Mar. 30, 1887	6128.40	6228.40			6	57,630	138.09	1	22 0	8 11	2	1	102
508	July 1, 1888	80128.53	80829.38			6								
591	Mar. 10, 1890	80125.71	80826.18			6	24,013	76.96	1	15 9	8 0	1	1	1
		2214.6	2112.3			6	30,924	98.80	1	18 5	9 1	1	1	1
682	July 1, 1887	425.48	822.15			6	36,308	163.12	1	12 0	6 0	1	1	1
1,102	July 1, 1889	1827	1527.70			6	36,308	163.12	1	15 6	7 7			
1,582	July 1, 1889	1832.40	1529.50			6	-----	-----	(2)	-----	-----	(2)		
		3224.40	3131.70			6	-----	-----	(2)	-----	-----	(2)		
392	July 1, 1889	17218.85	17819.80			6	20,514	65.54	1	15	6 10	1	1	1
1,094	July 1, 1890	622.80	522.80			6	78,488	125.38	1	21 1	9 4	2	1	2
908	July 1, 1887	628.10	525.38											
1,924	July 1, 1890	625.08	525.08											
161	July 1, 1889	14912.33	14912.05			6	23,325	74.52	1	8 8	8 4	1	1	1
842	July 1, 1890	224.80	124.80			7	60,478	144.78	1	12 0	7 3	1	1	1

¹⁰ Held in reserve.¹¹ 1 clerk appointed to the Ludington and Toledo R. P. O. Alternates between this line and the Manistee and East Saginaw R. P. O.¹² Balance of route, Yale to Zion, Mich. (12.74 miles), covered by closed-pouch service. (See Table C.)¹³ 1 clerk alternates between the East Saginaw and Port Huron, Cassville and Pontiac, and Port Austin and Port Huron R. P. O's.¹⁴ Clerk performs service between Setauket and Jamaica on No. 18. Clerk performs service between Echo and Jamaica on No. 18. Clerk performs service between Echo and Westbury on No. 82. Clerk performs service between Setauket and Westbury on No. 51.²¹ 25.19 miles covered by Greenport and New York R. P. O.²² Cars and clerk shown on route 6046.²³ Balance of route (4.40 miles) covered by La Crosse, Wis., and Woonsocket, S. Dak., R. P. O.²⁴ Distance (20.82 miles) covered by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O.²⁵ Reported last year as Ellsworth and Wichita, Kans., R. P. O.; decreased distance 34.22 miles. In effect, Sept. 19, 1889.²⁶ 34.61 miles of route 33087, between Burrton and Wichita, Kans., covered by the St. Louis, Mo., and Burrton, Kans., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Elmira, N. Y., and Baltimore, Md.</i>	2	<i>Miles.</i> 259.98	Elmira, N. Y., Williamsport, Pa. (N. O.)... Williamsport, Sunbury, Pa. (N. O.)..... Sunbury, Pa., Baltimore, Md. (N. C.)...	8021 8006 ¹ 10002	79.71 41.06 138.21
Elmira, N. Y., and Blossburgh, Pa.	2	52.41	Elmira, N. Y., Blossburgh, Pa. (N. Y., L. E. and W.)..	8020 (part)	49.42
Elmira, N. Y., and Wilkes Barre, Pa. ²	2	124.13	Elmira, Waverly, N. Y. (N. Y., L. E. and W.).. Waverly, N. Y., Wilkes Barre, Pa. (L. V.)..	6001 (part) 8010 (part)	(³) (³)
Elmira, N. Y., and Williamsport, Pa. ¹⁰	2	79.13	Elmira, N. Y., Williamsport, Pa. (N. C.)...	8021 (part)	(¹¹)
El Paso, Tex., and Los Angeles, Cal.	8	804.47	El Paso, Tex., Deming, New Mex. (Southern Pacific R. R. Co.). Deming, N. M., Yuma, Ariz. (Southern Pacific R. R. Co.). Yuma, Ariz., Los Angeles, Cal. (Southern Pacific R. R. Co.)..	39005 40001 146014 (part)	88.70 468.15 247.43
Emporia and Moline, Kans.....	7	85.31	Emporia, Howard, Kans. (A. T. and S. F.)..	33023 (part)	77.65
Erie and Pittsburgh, Pa.....	2	148	Howard, Moline, Kans. (K. C. E. and So.).. Erie, Wampum Junction, Pa. (E. and P.).. Wampum Junction, Kenwood Junc., Pa. (Pa. Co.).. Kenwood Junction, Pittsburgh, Pa. (P., F. W. and C.)..	33064 8044 (part) 8179	8.76 106.51 12.92
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junct., Bellows Falls, Vt. (Cen. Vt.).. Bellows Falls, Vt., Fitchburg, Mass. (Cheshire). Fitchburg, Boston, Mass. (Fitch.).....	21003 (part) 2008	(¹²) 128
Eufaula and Ozark, Ala.....	4	59.51	Bellows Falls, Vt., Fitchburg, Mass. (Cheshire). Fitchburg, Boston, Mass. (Fitch.)..... Eufaula, Ozark, Ala. (Sav. and West. R. R.)..	3055 (part) 2021 (part) 17021	64.61 (¹³) 59.51
Eureka and Hydeville, Cal....	8	28.70	Eureka, Hydeville, Cal. (Eel River and Eureka R. R.)..	46044 (part)	28.70
Evansville, Ind., and Princeton, Ky. ¹⁴	5	99.68	Evansville, Ind., Princeton, Ky. (Ohio Valley)..	20034 (part)	100.67
Evansville, Ind., and Providence, Ky.	5	72.04	Evansville, Ind., Madisonville, Ky. (Louis. and Nash.).. Madisonville, Providence, Ky. (Louis. and Nash.)..	23032 (part) 20081	(¹⁵) 16.67
Fairbury and Nelson, Nebr....	7	51.20	Fairbury, Nelson, Nebr. (C., R. I. and P.)..	33076 (part)	51
Fairland and Martinsville, Ind.	5	37.83	Fairland, Martinsville, Ind. (Cleve., Cin., Chic. and St. L.)..	22016 (part)	37.83
Fairmont and Chester, Nebr....	6	48	Fairmont, Hebron, Nebr. (B. and M. R. in Nebr.).. Hebron, Chester, Nebr. (Nebr. and Colo.)..	34034 (part) 34024	36.45 12.20
Fargo, N. D., Barnesville and St. Paul, Minn.	10	243.38	Fargo, N. D., Barnesville, Minn. (St. P., M. and M.).. Barnesville, St. Cloud, Minn. (St. P., M. and M.).. St. Cloud, Minneapolis, Minn. (St. P., M. and M.).. Minneapolis, St. Paul, Minn. (St. P., M. and M.)..	26005 26004 (part) 26040 26006 (part)	24.52 (¹⁶) 65.70 (¹⁷)

¹¹ In reserve. Only 50-foot cars authorized and paid for by the Department.

¹² Clerks on the Williamsport and Elmira R. P. O. 1 clerk transfer duty at Williamsport, Pa.

¹³ 1 clerk helper, Harrisburg and Williamsport.

¹⁴ 15.59 miles covered by closed-pouch service. See table C.

¹⁵ Short run of the New York and Elmira R. P. O.

¹⁶ 17.54 miles covered by the New York and Dunkirk R. P. O.

¹⁷ Clerks accounted for on the New York and Elmira R. P. O.

¹⁸ 106 miles covered by the New York and Elmira R. P. O.

¹⁹ Cars and clerks shown on route No. 6001.

²⁰ Short run of the Elmira and Baltimore R. P. O.

²¹ 79.13 miles covered by the Elmira and Baltimore R. P. O.

²² Clerks alternate with Canandaigua and Elmira clerks.

²³ 1 car in reserve.

²⁴ Clerks accounted for on Elmira and Baltimore R. P. O.

²⁵ 2 helpers, Los Angeles to Yuma; daily average, 247.43.

²⁶ Balance of route 46014, 244.33 miles, covered by San Francisco and Los Angeles R. P. O. Cars run through to San Francisco and are used by night line, San Francisco to Los Angeles.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.		Number of clerks appointed to line.
		Train No. outward.	A's speed (miles).	Train No. inward.	A's speed (miles).					Length.	Width.	Number of clerks.	Number of clerks to crew.	
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
7,076	July 1, 1889	4 27.53	3 25.30	7	189,785	129.00	13	60 0	9 0	(2)	(2)	4	4	320
13,980	July 1, 1889	4 30	3 24	7	.....	.....	(2)	(2)	(2)	(2)	(2)	4	4	(2)
18,730	July 1, 1889	4 30.10	3 28.65	7	.....	.....	(2)	(2)	(2)	(2)	(2)	4	4	(2)
710	July 1, 1889	103 21.62	106 20.39	6	82,809	104.82	1	15 9	6 7	1	1	1	1	1
302	July 1, 1889	9 38.57	30 37	6	77,706	124.13	1	20 0	10 0	2	1	(7)	(7)	(7)
4,653	July 1, 1889	9 34.24	30 36	6	.....	.....	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)
7,076	July 1, 1889	8 26	11 28.36	6	49,535	129.87	13 5	15 0	8 6	2	1	(14)	(14)	(14)
2,174	July 1, 1890	19 25.34	20 28.13	7	587,263	201.11	7	24 9	9 5 1/2	8	1	10	10	10
2,619	July 1, 1890	19 23.23	20 28.08	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,737	July 1, 1890	19 23.57	20 24.25	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
542	July 1, 1890	175 20.76	176 20.76	6	61,537	170.62	1	11 9	7 3	1	1	1	1	1
300	July 1, 1890	175 16.20	176 16.20	6	.....	.....	10 2	11 9	7 3	.....	.....	.....	.....	.....
1,836	July 1, 1889	24 25.18	21 23.77	6	92,648	118.40	2	20 0	9 0	5	1	21 6	21 6	21 6
2,563	July 1, 1889	24 22.63	23 28.56	6	92,648	.....	2	17 0	9 0	.....	.....	.....	.....	.....
2,563	July 1, 1889	24 24	21 30	6	.....	.....	(31)	.....	.....	.....	.....	.....	.....	(31)
23,000	July 1, 1885	26 28.80	23 28.80	6	.....	.....	(32)	.....	.....	.....	.....	.....	.....	(32)
23,000	July 1, 1885	24 23.20	21 24.50	6	.....	.....	(32)	.....	.....	.....	.....	.....	.....	(32)
4,629	July 1, 1889	26 21.75	23 33.20	6	.....	.....	(32)	.....	.....	.....	.....	.....	.....	(32)
4,629	July 1, 1889	53 21.40	82 25.54	6	151,404	130.93	1	24 6	6 10	4	2	(2) 9	(2) 9	(2) 9
3,820	July 1, 1889	53 20.48	82 20.31	6	.....	.....	1	24 2	6 10	.....	.....	.....	.....	.....
3,820	July 1, 1889	53 20.48	82 20.31	6	.....	.....	1	23 9	7 0	.....	.....	.....	.....	.....
8,109	July 1, 1889	53 28.23	82 31.99	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
223	July 1, 1889	25 15.50	26 14.3	6	57,253	119.02	1	15 3	9 6	1	1	1	1	1
1,164	July 1, 1890	4 30.58	1 20.53	12	33,428	106.80	1	13 6	9 0	1	1	1	1	1
744	Oct. 1, 1889	1 21	4 21.00	6	62,129	99.68	1	12 2	8 10	2	1	2	2	2
4,071	July 1, 1887	69 16.80	70 19.80	6	45,097	144.08	1	11 6	8 11	1	1	1	1	1
72	July 1, 1888	69 16.67	70 16.67	6	.....	.....	1	10 0	10 0	1	1	1	1	1
2,492	July 1, 1890	19 24.56	20 22.63	6	82,951	102.40	1	14 8	7 2	1	1	1	1	1
180	July 1, 1888	91 11.40	90 10.80	6	23,682	75.66	1	12 0	7 0	1	1	1	1	1
258	July 1, 1890	105 27	106 22.74	6	30,048	96	1	12 0	9 0	1	1	1	1	1
226	July 1, 1890	105 30	106 24	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,363	July 1, 1887	2 26.74	1 26.74	6	152,856	121.69	1	24 6	9 0	4	1	25	25	25
4,496	July 1, 1887	2 25.52	1 24.64	.....	.....	.....	1	24 6	9 4	.....	.....	.....	.....	.....
6,586	July 1, 1887	2 25.65	1 25.65	.....	.....	.....	10 2	24 7 1/2	9 4 1/2	.....	.....	.....	.....	.....
4,937	July 1, 1887	2 25.63	1 23.73	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

¹⁷ Daily service until June 1, 1890.¹⁸ In reserve.¹⁹ 6.20 miles covered by closed-pouch service. (See Table C.)²⁰ Double daily service except Sunday.²¹ 1 transfer clerk at Erie, Pa.²² Cars and clerks shown on route 8044.²³ 28.25 miles covered by Pitta. and Chic. R. P. O. (Fifth Div.)²⁴ 1 clerk detailed as transfer clerk at Rutland, Vt.²⁵ Reserve car.²⁶ Balance of route covered by Boston and Troy R. P. O. (139.32 miles).²⁷ Covered by Boston and Troy R. P. O. (49.60 miles).²⁸ 1 reserve car.²⁹ This line was formerly the Henderson and Princeton R. P. O. On July 15, 1889, the run of clerks was extended to Evansville, Ind., increasing distance 11.35 miles.³⁰ Covered by Nashville and St. Louis R. P. O. (49.79 miles).³¹ 116.26 miles of route 33076 covered by St. Joseph, Mo., and Colorado Springs, Colo. R. P. O.³² 1 helper between St. Paul and St. Cloud, Minn.³³ Distance (143.79 miles) covered by St. Paul, Minn., and Minot, N. D., R. P. O.³⁴ Distance (107.68 miles) covered by B. Line (n. o.) N. D., and St. Paul, Minn., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Fargo and La Moure, N. Dak.	10	88.15	Fargo, La Moure, N. Dak. (Northern Pacific)	¹ 35015 (part)	88.10
Fargo, N. Dak., and Ortonville, Minn.	10	119.62	Fargo, N. Dak., Ortonville, Minn. (C. M. and St. P.).	¹ 35019 (part)	119.62
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (Chl. Mil. and St. P.).	27020	57.87
Farmington and Portland, Me. ²	1	83.69	Farmington, Leeds Jct. (Me. Cen.).....	² 3 (part)	36.30
			Leeds Jct., Portland, Me. (Me. Cen.).....	² 5 (part)	(³)
Fayetteville, N. C., and Bennettsville, S. C.	3	58	Fayetteville, Bennettsville, S. C. (C. F. and Y. V.).	¹ 13011 (part)	57.20
Fayetteville and St. Paul, Ark.	11	35.86	Fayetteville, St. Paul, Ark. (St. L. and S. F.).	¹ 29021 (part)	35.86
Fernandina and Orlando, Fla.	4	211.55	Fernandina, Waldo, Fla. (F. C. and P. R. R.).	¹ 16001 (part)	85
			Waldo, Tavara, Fla. (F. C. and P. R. R.) ..	16011	96.85
Flomaton, Ala., and Pensacola, Fla.	4	43.43	Tavara, Ocala, Fla. (T. O. and A. R. E.) ..	18022	33.55
Florence and Arkansas City, Kans.	7	87.49	Flomaton, Ala., Pensacola, Fla. (L. and N. R. R.).	18008	43.43
Florence, S. C., and Augusta, Ga.	4	164.37	Florence, Winfield, Kans. (A., T. and S. F.).	33017	75.03
			Winfield, Arkansas City, Kans. (A., T. and S. F.).	33011 (part)	(¹⁴)
Florence and Ellinwood, Kans.	7	99.01	Florence, Columbia, S. C., (W., C. and A. R. R.).	¹⁴ 14002 (part)	83
			Columbia, S. C., Augusta, Ga. (R. and D.).	¹⁴ 13007 (part)	.....
Fonda and Des Moines, Iowa.	6	115.17	Florence, Ellinwood, Kans. (A., T. and S. F.).	33030	99.01
Fond du Lac, Wis., and Harvard, Ill.	10	114	Fonda, Des Moines, Iowa (Wabash Western).	27046	115.11
			Fond du Lac, Wis., Harvard, Ill. (C. and N. W.).	¹⁷ 25009 (part)	114
Fort Branch and Mt. Vernon, Ind.	5	38.96	Fort Branch, Mt. Vernon, Ind. (Evans. and T. Haute).	22039	38.76
Fort Gratiot, Mich., and Chicago, Ill.	9	337.73	Fort Gratiot, Mich., Chicago, Ill. (C. and G. T.).	24039	337.56
Fort Gratiot and Detroit, Mich.	9	61.34	Fort Gratiot, Detroit, Mich. (G. T.).....	24028	58.97
Fort Howard, Wis., and Winona, Minn.	10	215.40	Fort Howard, Wis., Winona, Minn. (G. B., W. and St. P.).	25027	214.88
Fort Madison, Iowa, and Kansas City, Mo.	7	221.28	Fort Madison, Iowa, Kansas City, Mo. (C., S. F. and C.).	23098	¹⁰ 221.01 (part)
Fort Scott and Kanopolis, Kans. ²⁰	7	245.60	Fort Scott, Wichita, Kans. (Ft. S., W. and W.).	²⁰ 33036 (part)	158.02
			Wichita, Hutchinson, Kans. (W. and C.) ..	33051	47.26
			Hutchinson, Geneseo, Kans. (S., S. and E. P.).	33074	41.74
Fort Scott, Kans., and Webb City, Mo.	7	83.32	Fort Scott, Kans., Webb City, Mo. (K. C., Ft. S. and M.).	33008	²⁴ 83.13 (part)

¹ Balance of route, La Moure to Edgeley, N. Dak. (21.90 miles), covered by closed pouches. (See Table C.)

² Line extended to Portland May 10, 1890. Reported last year as Farmington and Lewiston R. P. O.

³ Balance of route covered by Bath and Lewiston R. P. O. (15.03 miles) and closed-pouch service between Leeds Jct., Lewiston (16.50 miles).

⁴ Balance of route covered by Skowhegan and Portland R. P. O. (55.62 miles).

⁵ Covered by Skowhegan and Portland R. P. O. (46.40 miles).

⁶ 165.99 miles covered by the Mount Airy and Wilmington R. P. O.

⁷ Reserve car.

⁸ 70.84 miles shown as Waldo and Cedar Keys R. P. O.

⁹ 1 reserve car.

¹⁰ See Jack and Pensacola R. P. O., West Div.

¹¹ Every third week service is performed upon this route by one of the Florence and Ellinwood, Kans., R. P. O. clerks.

¹² 2 in reserve.

¹³ 13.18 miles of route 33011 covered by Newton, Kans., and Galveston, Tex., R. P. O.

¹⁴ Balance of route (110.17 miles) reported as Wilmington and Jacksonville R. P. O.

¹⁵ 81 miles reported as Charlotte and Augusta R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	A. V. speed (miles).	Train No. inward.	A. V. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
492	July 1, 1890	107	22.46	108	21.12	6	55,183	176.30	1	22 4	8 10	1	1	1
565	July 1, 1890	52	15.42	51	14.78	6	74,819	119.52	1	15 8	7 2	2	1	2
408	July 1, 1888	164	19	163	17.81	6	36,189	115.62	1	15 9	7 6	1	1	1
1,078	July 1, 1889	56	16.62	67	24.19	6	32,714	167.38	1	18 1	7 7	1	1	1
2,250	July 1, 1889	56	26.76	67	26.76					15 0	6 7	1	1	1
548	July 1, 1889	4	17.60	3	16.74	6	36,308	116	1	20 0	8 10	1	1	1
239	July 1, 1890	53	10.02	54	11.03	7	26,192	71.72	1	11 0	6 7	1	1	1
883	July 1, 1888	7	21.2	8	22.4	7	154,431	106.77	1	9 8	7 2	1	1	1
1,244	July 1, 1888	7	22.6	8	24.7	7			1	21 9	8 9	4	1	4
593	Oct. 15, 1885	7	21.2	8	22.3	7			1	22 0	8 9			
1,038	July 1, 1884	1	18.7	8	16.5	6	27,100	86.86	1	24 9	8 11	1	1	1
558	July 1, 1890	426	24	426	26.55	7	63,868	1124.33	123	14 5	9 32	1	1	1
3,797	July 1, 1890	425	23.82	426	23.82	7								
8,664	July 1, 1888	50	21.1	51	30	7	119,990	109.56	1	22 5	8 9	3	1	3
2,642	July 1, 1888	50	24	51	21.3	7			1	18 8	8 5			
635	July 1, 1890	335	24.17	336	21.93	7	72,277	15124.33	1	13 43	9 32	2	1	2
435	July 1, 1887	2	19.71	1	18.65	6	72,096	116.17	2	14 0	8 0	2	1	2
7,499	July 1, 1887	106	21.90	105	25.80	6	71,364	114	1	35 5	8 7	2	1	2
									1	35 4	9 5			
									1	12 7	7 24			
									1	13 6	7 3			
187	July 1, 1888	27	13.80	26	18.60	6	24,201	77.32	1	9 4	6 0	1	1	1
1,937	July 1, 1888	2	29.43	1	23.78	6	211,419	168.86	1	23 0	9 4	4	1	106
									1	20 6	9 3			
									1	20 1	8 4			
									1	19 11	8 8			
3,954	July 1, 1888	4	26.58	1	25.12	6	38,399	122.68	1	23 3	9 4	1	2	2
590	July 1, 1887	1	19.50	2	19.15	6	134,840	143.66	3	17 3	7 4	3	1	3
960	July 1, 1889	11	22.98	12	24.25	6	150,617	109.13	2	14 5	9 32	4	1	4
1,357	July 1, 1890	453	23.35	454	24.57	7	182,453	122.80	2	21 5	9 24	4	1	4
806	July 1, 1890	463	25.74	464	24.64	7			1	19 4	8 11			
512	July 1, 1890	463	24.15	464	24.15	7								
3,663	July 1, 1890	301	24.39	302	22.22	7	60,824	111.77	1	25 18	8 11	2	1	2
									1	18 12	8 10			

¹⁶ Clerks upon this line perform service upon Florence and Arkansas City, Kans., R. P. O. every third week.

¹⁷ Balance of route covered by Ishpeming, Mich., and Chicago, Ill., R. P. O. (65.77 miles), and Chicago, Ill., and Winona, Minn., R. P. O. (62.70 miles).

¹⁸ In reserve.

¹⁹ 2 clerks assigned as helpers between Fort Gratiot and Schoolcraft, Mich. (188.75 miles), alternating every other week, held in reserve at Fort Gratiot and 1 at Detroit.

²⁰ 237.40 miles of route 23098, between Chicago, Ill., and Fort Madison, Iowa, covered by Chicago, Ill., and Fort Madison, Iowa, R. P. O.

²¹ Daily service previous to June 1, 1890.

²² Run of clerks curtailed to end at Geneseo, Kans., October 21, 1889; decreased distance 14.19 miles.

²³ 56.46 miles of route 33036, between Wichita and Anthony, Kans., covered by Wichita and Kiowa, Kans., R. P. O.

²⁴ 98.68 miles of route 33008, between Kansas City, Mo., and Fort Scott, Kans., covered by Kansas City, Mo., and Memphis, Tenn., R. P. O.

²⁵ 1 clerk alternates between this line and the Arcadia and Cherry Vale, Kans., and Sidell and Sedan, Kans., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Fort Smith, Ark., and Leland, Miss. ¹	11	305.70	Fort Smith, Little Rock, Ark. (S. L., I. M. and S.). Little Rock, Arkansas City, Ark. (S. L., I. M. and S.). Arkansas City, Ark., Leland, Miss. (L., N. O. and T.).	29003 ² 29007 ³ (part) 18090	168 112.75 24.44
Fort Smith and Mansfield, Ark.	11	32.33	Fort Smith, Jenson, Ark. (St. L. and S. F.).	29019 ⁴ (part)	13.90
Fort Smith, Ark., and Wagoner, Ind. T.	11	89.38	Jenson, Mansfield, Ark. (St. L. and S. F.)... Fort Smith, Ark., Wagoner, Ind. T. (Kana. and Ark. Valley. St. L., I. M. and S.).	29024 33005	18.23 83.88
Fort Wayne, Ind., and Cincinnati, Ohio.	5	178.86	Fort Wayne, Beeson's, Ind. (Ft. Way., Cin. and Louis.). Beeson's, Ind., Harrison, Ohio, (White Water). Harrison, Valley Junction (n. o.), Ohio (Cleve., Cin., Chic. and St. L.). Valley Junction (n. o.), Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	22020 21031 21071 22003 ⁵ (part)	102.96 48.92 7.75
Fort Worth and Guide, Tex.	11	53.78	Fort Worth, Waxahachie, Tex. (H. and T. C.). Waxahachie, Guide, Tex. (H. and T. C.)...	31052 ⁶ 31021	41.88 12.30
Foxcroft and Newport, Me. ⁷	1	29.62	Foxcroft, Newport, Me. (Me. Cen.).....	2	29.64
Frankfort, Ind., and St. Louis, Mo.	5	247.97	Frankfort, Ind., East St. Louis R. R. Station (n. o.), Ill. (Tol., St. L. & Kas. City)	22048	244.55
Fredericksburgh and Orange, Va.	3	40.06	Fredericksburgh, Orange, Va. (P., F. & P.).	11020	39.48
Fremont and Lincoln, Nebr.	6	52.67	Fremont, Lincoln, Nebr. (Fre., Elk. and Mo. Fall.).	34037	52.97
Gainesville and Social Circle, Ga.	4	52.29	Gainesville, Social Circle, Ga. (G., J. & S. R. R.).	15034	52.29
Galesburgh and Havana, Ill.	6	62.03	Galesburgh, Havana, Ill. (Fulton Co., N. G.).	23067	60.45
Galva, Ill., and Burlington, Iowa.	6	85.15	Galva, Gladstone, Ill. (Chi., Bur. and Qcy). Gladstone, Ill., Burlington, Iowa (Chi., Bur. and Qcy).	23070 23007 (part)	74.54
Garrison and Butte City, Mont.	10	52.14	Garrison, Silver Bow, Mont. (Mont. Union). Silver Bow, Butte City, Mont. (Mont. Union).	38001 38009	44.90 3.08
Geneva, N. Y., Williamsport, Pa.	2	172.29	Geneva, Corning, N. Y. (F. B. C. Co.) Corning, N. Y., Stokesdale Junction, Pa. (F. B. C. Co.). Stokesdale Junction, Williamsport, Pa. (F. B. C. Co.).	6103 8065 ⁸ (part) 8150	56.34 26.44 78.49
Georgetown and Cincinnati, Ohio.	5	47.44	Georgetown, Columbia, Ohio (Cin., George. and Ports.). Columbia, Cincinnati, Ohio (Pitts., Cin. and St. L.).	21060 21014 (part)	42.17
Georgetown, Del., Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (P., W. and B.).	9506 ⁹ (part)	54.23
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Ill. Cent'l)	23034	112.71
Girard and Galena, Kans.	7	47.68	Girard, Kans., Joplin, Mo. (St. L. and S. F.). Joplin Mo., Galena, Kans. (St. L. and S. F.).	33020 28054 ¹⁰ (part)	38.77 9.28

¹ Line divided at Little Rock, Ark., into two divisions: Little Rock to Fort Smith, Ark., 168 miles, Little Rock, Ark., to Leland, Miss., 137.70 miles.

² 1 helper between Little Rock and Atkins, Ark., 63.60 miles.

³ Arkansas City and Warren, Ark., R. P. O. runs over 7.30 miles of route 29007 between Arkansas City and Trippe, Ark.

⁴ Reserve.

⁵ 13.90 miles of route 29019 covered by Monett, Mo., and Paris, Tex., R. P. O.

⁶ Double daily service, except Sundays, single service.

⁷ In reserve.

⁸ Covered by Chicago and Cincinnati R. P. O. 21.20 miles.

⁹ New service. Commenced as Bangor and Foxcroft R. P. O., May 17, 1890. Curtailed to end at Newport, June 3, 1890.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,658	July 1, 1890	632	20.57	631	21	7	269,589	101.80	2	18 2	9 2	6	1	27
802	July 1, 1886	611	19	612	20				1	17 10	9 5			
578	July 1, 1886	23	9.73	24	8.36				1	18 8	9 3			
1,297	July 1, 1890	55	24.24	56	24.24	*13	48,825	129.28	1	9 6	7 1	1	1	1
550	July 1, 1890	54	24.24	58	22.80									
400	July 1, 1890	641	20.23	642	20.23	7	65,247	86.38	1	14 2	9 4	2	1	2
									1	24 10	8 10			
661	July 1, 1888	127	60	224	60	6	111,966	119.24	1	18 8	9 3			
739	July 1, 1888	120	40	219	80	6			2	12 7	7 6	3	1	3
990	July 1, 1888	128	80	223	40	6			1	10 8	7 6			
23,584	July 1, 1888	130		231	20	6								
595	July 1, 1890	44	23.04	43	23.20	7	39,259	107.56	1	17 6	8 10	1	1	1
992	July 1, 1890	44	23.60	43	23.60	6	102,980	119.68	1	13 9	7 1	1	1	1
969	July 1, 1890	90	22.12	81	23.59	6	1,376							
197	July 1, 1888	82	23.59	85	23.59	6	155,229	123.99	11	20 0	9 0	4	1	4
		11	24	12	24	6								
434	July 1, 1889	1	14.56	2	14.56	6	25,078	80.12	1	7 0	7 4	1	1	1
									1	5 6	7 4			
986	July 1, 1890	43	28.36	42	29.71	7	38,449	105.34	1	22 0	9 3	1	1	1
197	July 1, 1888	213		113		6	32,630	104.58	1	6 4	5 4	1	1	1
267	July 1, 1887	118	95	215	32	6	38,631	124.06	1	6 0	6 0	1	1	1
587	July 1, 1887	17	29.60	18	26.43	6	53,304	170.80	1	11 34	8 10	1	1	1
53,760	July 1, 1889	17	28.20	18	22.56									
1,719	July 1, 1890	126	37	229	26	7	38,062	104.28	10	15 6	9 4	1		1
2,298	July 1, 1890	121	46	225	71									
822	July 1, 1890	126	77	626	77	6	107,854	114.86	11	15 0	9 0	3	1	3
6,197	July 1, 1889	123	33	623	33	6			(16)			(16)	(16)	(16)
756	July 1, 1889	123	70	627		6			(16)			(16)	(16)	(16)
760	July 1, 1888	317	40	416	80	6	29,697	94.88	1	10 3	7 5	2	1	2
		512		212	60	16	29,697		17	18 0	6 0			
26,660	July 1, 1889	311	40	411	40	6								
		513	80	213	80	6								
425	July 1, 1889	401	27	412	27	6	35,219	112.52	1	11 10	6 8	1	1	1
531	July 1, 1887	1	24.89	224	43	6	70,594	112.77	1	11 8	7 5	2	1	2
434	July 1, 1890	70	19.38	71	19.38	7	34,806	95.36	1	12 0	7 3	1	1	1
681	July 1, 1887	63	19	62	19	7								

¹⁰ Mileage of Bangor and Foxcroft included.¹¹ 1 car in reserve.¹² Distance (9.40 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.¹³ 1 in reserve.¹⁴ 15.80 miles covered by closed-pouch service. (See Table C.)¹⁵ Cars and clerks shown on route 6103.¹⁶ Clerks make two round trips daily, except Sunday.¹⁷ Cars are dropped and received at Columbus, Ohio. No local work done between Cincinnati and Columbus, Ohio.¹⁸ Covered by Pittsburgh and Cincinnati R. P. O. (4.70 miles).¹⁹ 24.11 miles covered by Harrington and Lewis R. P. O.²⁰ 10.16 miles of route 28054 between Oranogo and Joplin, Mo., covered by closed-pouch service. (See Table C.)

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Glyndon, Md., and Gettysburgh, Pa.	2	51.42	Gettysburgh, Valley Junction, Pa. (W. Md.). Valley Junction, Intersection, Pa. (W. Md.). Intersection, Pa., Glyndon, Md. (W. Md.).	8102 (part) 8082 10020	12.90 7.70 20.71
Goldsbrough and Greensborough, N. C.	3	130.01	Goldsbrough, Greensborough, N. C. (Rich. and Dan.).	13004	130.05
Goldsbrough and Morehead City, N. C.	3	94.93	Goldsbrough, Morehead City, N. C. (Atlantic and N. C.).	13005	93.21
Grafton and Belington, W. Va.	3	41.55	Grafton, Belington, W. Va. (Grafton and Green).	12012	41.55
Grafton, W. Va., and Chicago, Ill. ^a	5	558.11	Grafton, W. Va., Bellaire, Ohio (Balto. and Ohio). Bellaire, Newark, Ohio (Balto. and Ohio). Newark, Chicago, Ohio (Balto. and Ohio). Chicago, Ohio, Chicago, Ill. (Balto. and Ohio).	*10903 (part) *21001 (part) 21010 (part) 21047	1.83 103.82 (*) 271.28
Grafton, W. Va., and Cincinnati, Ohio.	5	300.58	Grafton, Parkersburgh, W. Va. (Balto. and Ohio). Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.).	12002 (11) 21028	 195.30
Grafton and Parkersburgh, W. Va.	3	104.54	Grafton, Parkersburgh, W. Va. (Balto. and Ohio).	12002	103.80
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Benwood Junction (n. o.), W. Va. (Balto. and Ohio). Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio).	10003 (part) 12015	94.80 4.94
Grandin and Willow Springs, Mo.	7	80.92	Willow Springs, Grandin, Mo. (C. R. R.).	23066	80.92
Grand Ledge and Grand Rapids, Mich.	9	53.95	Grand Ledge, Grand Rapids, Mich. (D., L. and N.).	24079	53.95
Grand Rapids, Mich., and Cincinnati, Ohio. ^b	5	309.06	Grand Rapids, Mich., Ft. Wayne, Ind. (Grand Rap. and Ind.). Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.). Richmond, Ind., Cincinnati, Ohio (Chi., St. L. and Pitta.).	24018 (part) 22021 21025 (20)	(17) 92.56 (20)
Grand Rapids, Mich., and Elkhart, Ind.	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.). White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	24004 21095 (part)	93.35 (21)
Grand Rapids, Mich., and La Crosse, Ind.	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (C. and W. N.).	24021	154.18
Great Bend and Scott, Kans.	7	121.12	Great Bend, Scott, Kans. (A. T. and S. F.).	33059	121.12
Greeley and Denver, Colo.	7	98.43	Greeley, Ft. Collins, Colo. (G., S. L. and P.).	23027 (part)	24.03 (part)
			Ft. Collins, Denver, Colo. (Colo. Cent.).	23003	74.71

^a 6.63 miles covered by closed-pouch service. (See Table C*.)

^b Double daily service, except Sunday.

^c In reserve.

^d Cars and clerks shown on route 8102.

^e This line was formerly in two divisions, dividing at Newark, Ohio. Commencing August 29, 1889, the run of cars and clerks of Grafton and Chicago trains 5 and 6 was extended to end at Chicago, Ill., increasing the distance run 359.78 miles. The clerks run through on west bound trips, dividing at Newark, Ohio, on east bound trips. This R. P. O., together with Sandusky, Wheeling, and Pittsburgh, Grafton and Wheeling, and Newark and Chicago R. P. O.'s, forms double daily service between Grafton, W. Va., and Chicago, Ill.

^f For balance of route (Grafton, W. Va., to Benwood, W. Va., 94.10 miles) see Grafton and Wheeling R. P. O. (third division).

^g The postal cars running on trains 5 and 6 run through between Baltimore, Md., and Chicago, Ill.

^h On August 29, 1889, R. P. O. service, in mail apartment cars, was placed on trains 9 and 10, between Newark, Ohio, and Chicago, Ill.: 4 clerks run on these trains (see Newark and Chicago R. P. O.); 4 helpers running between Chicago Junction, Ohio, and Grafton, W. Va. (286.79 miles), daily, four days on and four days off; 1 clerk detailed transfer clerk at Newark, Ohio, and 1 clerk detailed transfer clerk at Shelby, Ohio.

ⁱ Closed-pouch service between Newark and Columbus, Ohio (distance 33.10 miles). (See Table C*.)

^j Covered by Sandusky, Wheeling, and Pittsburgh R. P. O. (88.04 miles).

^k Covered by Grafton and Parkersburgh R. P. O. (third division) (103.80 miles).

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outwards.	Avg speed (miles).	Train No. inwards.					Length.	Width.			
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
739	July 1, 1889	7023.20	7321.50	6	32,189	102.84	1	19 10	8 4		1	1	2
624	July 1, 1889	7616.25	6522.20	6	32,189		1	14 3	7 5		1	1	
		7021	7320.40	6			1	14 6	8 6				
		7621	6525.50	6			1	19 7	8 4				
725	July 1, 1889	7024	7324.45	6			(⁵)				(⁵)	(⁵)	(⁵)
		7624	6525	6			(⁵)				(⁵)	(⁵)	(⁵)
1,924	July 1, 1888	5022.88	5125.10	7	94,907	180.01	2	20 0	8 8		2	1	2
625	July 1, 1888	5022.68	5121.36	6	59,426	94.93	1	13 8	8 8		2	1	2
							1	13 4	8 9				
400	July 1, 1889	111.33	212.48	6	26,010	83.10	1	10 6	8 0		1	1	1
34,770	July 1, 1889	527	627	7	401,519	139.53	4	60 0	8 10		8	2	26
9,264	July 1, 1888	534.61	634.66	7									
8,719	July 1, 1888	536.60	637.80	7									
6,904	July 1, 1888	536.60	637.20	7									
31,239	July 1, 1889	331.20	431.80	7	219,423	150.29	(¹²)	60 0	9 1		4	13	18
		132.40	231.80	7	219,423						4	14	
27,445	July 1, 1888	330.60	430.60	7									
		132.35	232.38	7									
31,239	July 1, 1889	64723.67	64622	6	65,442	104.54	1	20 10	8 10		2	1	2
							1	17 10	8 7				
34,770	July 1, 1889	323.57	423.09	7	72,591	99.44		21 1	8 10		2	1	2
4,471	July 1, 1889	311.85	4 9.08										
145	July 1, 1889	50419.06	50819.84	6	50,655	80.92	2	7 0	6 11		2	1	2
983	July 1, 1889	1133.47	1253.47	6	33,173	107.90	2	20 0	9 0		1	1	1
2,542	July 1, 1888	226.40	323.40	6	192,472	154.53	(¹³)	20 0	9 0		(¹⁴)	1	4
1,336	July 1, 1888	227.60	326.40	6									
2,382	July 1, 1889	228.20	324.88	6									
2,362	July 1, 1885	125.25	426.43	6									
		329.90	227.71	6									
114,749	Sept. 30, 1888	132.05	428.05	6	144,005	236.04	2	15 0	9 2		4	1	4
		336.20	228.05	6									
2,669	July 1, 1888	441621.63	141919.98	6	96,742	108.02	2	15 0	9 0		3	1	3
428	July 1, 1890	35719.38	35819.38	6	75,821	121.12	2	20 9	9 3		2	1	2
965	July 1, 1890	34328.86	34432.06	7	71,854	98.43	1	13 8	8 11		2	1	2
1,765	July 1, 1890	36220.63	36122.86	7									

¹² 13 cars on the line between Baltimore, Md., and St. Louis, Mo. (See Baltimore and Grafton R. P. O., in third division, for full equipment of line.)

¹³ Day line.

¹⁴ 4 clerks running in mail apartment cars between Parkersburg, W. Va., and Cincinnati, Ohio; 3rd clerk of Grafton and Cincinnati R. P. O. day line run east in mail apartment cars with Parkersburg and Cincinnati clerks as helpers; 4 clerks detailed transfer clerks at Cincinnati, Ohio, and 1 clerk detailed to clerical duty in office of superintendent fifth division, Cincinnati, Ohio.

¹⁵ Night line.

¹⁶ This R. P. O., in connection with Cadillac and Ft. Wayne (R. P. O. ninth division), forms double daily (except Sunday) service between

Grand Rapids, Mich., and Fort Wayne, Ind.
¹⁷ Covered by Cadillac and Fort Wayne R. P. O. (ninth division), (142.83 miles).

¹⁸ 1 car in reserve.

¹⁹ These clerks do no local work between Richmond, Ind., and Cincinnati, Ohio, running in cars of Chicago, Richmond, and Cincinnati R. P. O. as helpers, in both directions.

²⁰ Covered by Chicago, Richmond, and Cincinnati R. P. O. (74.63 miles).

²¹ Double service daily (except Sunday), shown in report of New York and Chicago R. P. O.

²² 15.14 miles of route 38027, between Fort Collins and Stout, Colo., covered by closed-pouch service. (See table C.)

²³ Denver and Georgetown, Colo., R. P. O. also runs over 3.20 miles of route 38003, between Denver and Argo Junction (n. o.), Colo.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Greenport and New York, N. Y.	2	98.60	Greenport, Long Island City, N. Y. (L. I.).	6045	94.71
<i>Green River, Wyo., and Huntington, Oregon.</i>	6	571.22	Green River, Granger, Wyo. (Union Pac.).	84001 (part)	(⁹)
			Granger, Wyo., Huntington, Oregon (Oregon Short Line).	37001	541.34
Greensborough and Winston, N. C.	3	29.10	Greensborough, Winston, N. C. (Rich. and Dan.)	*13012 (part)	28.30
Greenup and Webbville, Ky. ¹	5	37.26	Greenup, Webbville, Ky. (East Ky.).....	20013	37.60
Greenville and Bangor, Me.....	1	91.08	Greenville, Oldtown, Me. (Bang. Pis.).....	14	76.66
			Oldtown, Bangor, Me. (Me. Cen.).....	*12 (part)	(⁹)
Greenville and Butler, Pa.....	2	58.87	Greenville, Butler, Pa. (P., S. and L. E.)...	8061	58.42
Greenville and Columbia, S. C.	4	144.33	Greenville, Columbia, S. C. (R. and D. R. R.).	14001	144.33
Greenville and Columbus, Ga.	4	50.78	Greenville, Columbus, Ga. (Sav. and West. R. R.).	15024	50.78
Greenville and Dallas, Tex.....	11	54.64	Greenville, Dallas, Tex. (M., K. and T.)...	21055	54.64
Greenville and Laurens, S. C....	4	37.48	Greenville and Laurens, S. C. (Cen. R. R. of Ga.).	14024	37.48
Greenville and Walhalla, S. C....	4	70.16	Greenville, Belton, S. C. (R. and D. R. R.).	14001	(¹¹)
Greenwood and Jackson, Miss.	4	100.46	Belton, Walhalla, S. C. (R. and D. R. R.).	14016	44.33
Greenwood Lake and New York, N. Y. ¹²	2	45.63	Greenwood, Jackson, Miss. (Ill. Cent.)...	18018	100.46
Greycourt, N. Y. and Phillipsburgh, N. J. ¹³	2	63.36	Sterling Forest, N. Y., Jersey City, N. J. (Green Lake).	7034	¹² 42.54 (part)
Griffin and Carrollton, Ga.....	4	60.37	Greycourt, N. Y., Belvidere, N. J. (L. and H. R.).	7052	63.36
Griffin and Columbus, Ga.....	4	80.50	Griffin, Carrollton, Ga. (S. G. and N. A. R. R.).	15022	60.37
Gurdon and Camden, Ark.....	11	37.07	Griffin, Columbus, Ga. (Ga. Mid. and Gulf R. R.).	*15051 (part)	80.25
Hagerstown and Weverton, Md.	3	24.52	Gurdon, Camden, Ark. (S. L., I. M. and S.).	29010	37.07
Hamden and Portsmouth, Ohio.	5	56.37	Hagerstown, Weverton, Md. (Balto. and Ohio).	10005	24.43
Hannibal and Gilmore, Mo.....	7	86.41	Hamden Junction, Portsmouth, O. (Cin., Wash. and Balt.).	21018	56.35
Hannibal and Sedalia, Mo.....	7	143.35	Hannibal, Gilmore, Mo. (St. L. and H.).	28029	86.41
Harrington and Lewes, Del....	2	40.79	Hannibal, Sedalia, Mo. (M. K. and T.).	28014	143.35
Harrisburg, Pa., and Baltimore, Md. ¹⁴	2	86.22	Harrington, Georgetown, Del. (P., W. and B.).	9506 (part)	24.11
Harrisburg, Pa., and Winchester, Va.	2	117.47	Georgetown, Lewes, Del. (P. W. and B.).	9504 (¹⁰)	15.21
Hartford and Saybrook, Conn..	1	44.43	Harrisburg, Pa., Baltimore, Md. (N. C.).	10002 (part)	(¹²)
			Harrisburg, Pa., Martinsburg, W. Va. (C. V.).	8030	95.66
			Martinsburg, W. Va., Winchester, Pa. (C. V.).	12018	22.79
			Hartford, Saybrook, Conn. (N. Y., N. Hav., & Hart. Val. Div.)	*5015 (part)	44.43

¹ Double daily service except Sunday.² 1 clerk transfer duty at Long Island City, N. Y.; 1 clerk in charge of early a. m. mails in lobby of N. Y. P. O.³ Distance (30.40 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.⁴ Cars run through between Green River, Wyo., and Portland, Oregon, covering Huntington and Portland, Oregon, R. P. O.⁵ 13.50 miles covered by closed-pouch service. (See Greensborough and Rural Hall, Table C.)⁶ This line was formerly the Greenup and Willard R. P. O. On July 1, 1889, the run of clerk

was extended to Webbville, increasing distance 3.29 miles.

⁷ Balance of route covered by Vanceborough and Bangor R. P. O. (102.23 miles).⁸ Covered by Vanceborough and Bangor R. P. O. (12.60 miles).⁹ Reserve car.¹⁰ In reserve.¹¹ 25 miles reported as Green and Columbia R. P. O.¹² Clerk does not run beyond Sterling Forest.¹³ 5.83 miles covered by closed-pouch service. (See Table C.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										Ft.	In.			
2,102	July 1, 1889	22 28.93	25 27.80	6	62,350	128.90	1	17 10	8 10	3	1	25		
53,510	July 1, 1890	503 33.16	504 26.06	7	62,350	190.41	45	60 0	8 11	6	2	13		
16,151	July 1, 1890	503 30.06	504 31.21											
740	Oct. 1, 1889	6 17.46	5 23.33	7	21,243	116.40	1	8	7	1	1	1		
		8 18.37	7 17.10	6	18,217									
142	July 1, 1888	3 12.53	2 12.53	6	23,325	74.52	1	10 4	4 6	1	1	1		
921	July 1, 1889	4 19.53	93 19.52	6	56,984	182.06	1	16 0	7 0	1	1	1		
6,961	July 1, 1889	4 21.00	93 16.80				91	14 0	9 0					
690	July 1, 1889	3 21.09	2 24	6	36,853	117.74	1	15 8	7 6	1	1	1		
908	July 1, 1888	55 20	54 22.1	6	90,564	96.22	101	12 2	6 7					
127	Feb. 25, 1885	72 14.6	71 14.3	6	31,686	101.56	1	20 0	9 0	3	1	3		
								9 4	7 4	1	1	1		
287	July 1, 1890	13 24.28	14 22.60	7	39,887	109.28	1	18 1	7 1	1	1	1		
196	July 1, 1888	14 28.8	18 28.8	6	23,387	74.96	1	7 6	6 11	1	1	1		
908	July 1, 1888	54 16.6	55 16.4	6	43,780	140.32	1	20 0	9 0	1	1	1		
425	July 1, 1888	54 15.7	55 21.	6										
540	July 1, 1888	11 21.8	12 21.8	6	62,667	100.46	2	14 7	7 2	2	1	2		
468	July 1, 1889	524 19.41	509 15.00	6	26,564	91.26	1	10 0	7 0	1	1	1		
							101	10 0	7 0					
299	July 1, 1889	5 31.50	4 26.62	6	39,063	126.72	1	12 9	6 9	1	1	1		
							101	13 0	6 6					
264	July 1, 1888	33 20.5	34 20.	6	37,670	120.74	162	24 0	9 0	1	1	1		
234	July 1, 1888	50 27.7	51 28.2	6	50,232	161.00	2	13 9	6 6	1	1	1		
237	July 1, 1890	55 8.22	56 9.88	6	23,005	74.14	1	9 7	9 5	1	1	1		
							171	18 8	9 2					
409	July 1, 1889	314 24.25	313 17.11	6	15,350	96.08	1	13 0	8 6	1	1	1		
		316 24.25	315 24.25	6	15,350		1	6 4	8 5					
421	July 1, 1888	53 21.00	50 21.00	6	35,288	112.74	1	13 0	7 4	1	1	1		
3,731	July 1, 1887	1 24.70	2 25.92	6	184,971	86.41	1	16 0	7 0	2	1	2		
		3 23.04	4 25.92	6			1	17 1	6 10½					
374	Feb. 11, 1885	1 20.24	2 22.34	7	104,646	95.57	1	24 9	9 1	3	1	105		
							3	16 7	6 11					
435	July 1, 1889	301 26.82	312 26.82	6	25,585	81.58	2	11 10	6 8	1	1	1		
							201	11 10	6 7					
210	July 1, 1889	301 25.40	312 25.10	6			(21)			(21)	(21)			
18,730	July 1, 1889	10 23.72	13 23.00	6	53,974	114.96	1	20 0	9 0	2	1	3		
		8 26.15	15 24.28	6	53,974		1	20 0	9 0	1	1			
2,838	July 1, 1889	9 25.63	6 24.52	6	73,536	117.47	101	20 0	9 0					
		1 25.86	14 25.63	6	73,536		1	15 0	8 7	2	1	246		
		9 22.00	6 23.38	6			101	23 10	8 8	2	1			
		1 25.38	14 22.00	6			101	15 6	8 5					
							21	20 7	8 7					
1,778	July 1, 1889	703 25.83	708 25.09	6	28,395	90.72	(20)	11 7	6 2	(20)	(20)	(20)		
		709 24.63	714 24.63	6	28,395		1	10 0	6 6	1	1	2		

¹⁴ R. P. O. does not run beyond Belvidere, N. J.¹⁵ 1 reserve car.¹⁶ 18.95 miles, McDonough to Griffin, closed-pouch service. (Table C.)¹⁷ Reserve.¹⁸ From Jan'y 18, 1890, to June 23, 1890, single daily (ex. Sunday) service only was performed upon this route.¹⁹ 1 clerk detailed to transfer service at Hannibal Mo., and 1 helper 5 days in each week between Hannibal and Moberly, Mo.²⁰ 54.23 miles covered by Georgetown and Franklin City R. P. O.²¹ Cars and clerks shown on route 9506.²² Short run Elmira and Baltimore R. P. O.²³ 86.23 miles covered by Elmira and Baltimore R. P. O.²⁴ 1 helper, 41.00 miles.²⁵ Cars and clerks shown on route 8030.²⁶ Balance of route covered by closed-pouch service between Saybrook and Saybrook Point (1.69 miles). (See Table C.)

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Hartford, Conn., and State Line (n. o.), N. Y. ¹	1	<i>Miles.</i> 67.68	Hartford, Conn., State Line (n. o.), N. Y. (Gen. N. Eng. and West.).	* 5018 (part)	67.68
Hastings and Cologne, Minn.	10	55.88	Hastings, Cologne, Minn. (C. M. and S. P.)	* 26010 (part)	56.51
Haverstraw and New York, N. Y.	2	43.41	Haverstraw, N. Y., Jersey City, N. J. (N. J. and N. Y.).	7024	41.79
Hawley and Scranton, Pa.	2	36.76	Hawley, Scranton, Pa. (E. and W. V.)	8189 (part)	36.18
Hayfield, Minn., and Mason City, Iowa.	10	58.25	Hayfield, Minn., Mason City, Iowa (C. St. P. and K. C.).	* 29055 (part)	58.15
Hazleton and Sunbury, Pa.	2	52.61	Hazleton, Sugar Loaf, Pa. (L. V.)	8018 (part)	10 8.60
Helena and Clarendon, Ark.	11	48.77	Sugar Loaf, Sunbury, Pa. (Penna.)	8015 (part)	44.61
Helena, Mont., and Spokane Falls, Wash.	10	387.00	Helena, Clarendon, Ark. (Ark. Mid.)	* 29002 (part)	48.77
Hempstead and Austin, Tex.	11	115.16	Helena, Missoula, Mont. (Northern Pacific).	* 26001 (part)	126.50
Henrietta and Dallas, Tex.	11	159.23	Missoula, Mont., Spokane Falls, Wash. (Northern Pacific).	* 43009 (part)	258.20
Henry, Mo., and Atchison, Kans.	7	93.36	Hempstead, Austin, Tex. (H. and T. C.) . .	* 31004 (part)	115.16
Herington and Dodge City, Kans. ¹²	7	204.39	Henrietta, Whitesborough, Tex. (M., K. and T.).	* 31022 (part)	86.42
Herington and Liberal, Kans., East Division.	7	127.94	Whitesborough, Denton, Tex. (M., K. and T.).	* 31028 (part)	35.32
Herington and Liberal, Kans., Western Division	7	137.02	Denton, Dallas, Tex. (M., K. and T.)	* 31090 (part)	38.07
Herington and Salina, Kans.	7	49.89	St. Joseph, Henry, Mo. (St. Jo. and St. L.).	28012	73.48
Heron Lake and Pipestone, Minn.	10	55.83	St. Joseph, Mo., Atchison, Kans. (St. Jo., St. L. and S. F.).	28067	21.50
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Herington, Bucklin, Kans. (C., R. I. and P.).	* 33075 (part)	176.44
Hinton, W. Va., and Cincinnati, Ohio. ¹³	5	308.89	Bucklin, Dodge City, Kans. (C., R. I. and P.).	* 33092 (part)	26.55
			Herington, Pratt, Kans. (C., R. I. and P.).	* 33075 (part)	(¹⁴)
			Pratt, Liberal, Kans. (C., R. I. and P.)	* 33075 (part)	86.30
			Herington, Salina, Kans. (C., R. I. and P.).	33096 (part)	49.89
			Heron Lake, Pipestone, Minn. (C., St. P., M. and O.).	26628	55.45
			Hightstown, Pemberton, N. J. (Penna.) . . .	7065	25.83
			Pemberton, Camden, N. J. (Penna.)	7066	25.65
			Hinton, Huntington, W. Va. (Ches. and Ohio).	* 11005 (part)	151.57
			Huntington, W. Va., Cincinnati, Ohio (Mays and Big Sandy).	20025	160.89

¹ Reported last year as Hartford and Millerton R. P. O. Line curtailed to end at State Line, Oct. Oct. 28, 1889.

² Balance of route covered by second division (State Line and Rhinecliff R. P. O., 42.68 miles).

³ Reserve cars.

⁴ Balance of route covered by St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. (256.34 miles); Aberdeen and Eureka, S. Dak., R. P. O. (41.60 miles), and between Roscoe and Bowdlo, S. Dak. (15.29 miles), covered by closed-pouch service. (See Table C.)

⁵ In reserve.

⁶ 1 car in reserve.

⁷ 15.10 miles covered by closed-pouch service. See Table C.

⁸ Balance of route (91.53 miles) covered by Minneapolis, Minn., and Dubuque, Iowa, R. P. O.

⁹ 1 in reserve.

¹⁰ 14.80 miles covered by Easton and Hazleton R. P. O.

¹¹ Cars and clerks shown on route 8018.

¹² Balance of route (1127.84 miles) covered by St. Paul, Minn., and Helena, Mont., R. P. O.

¹³ Cars run through to Portland, Oreg., via Tacoma, Wash., over routes 43009, 43011, 43005, and 43001.

¹⁴ Balance of route (161.31 miles) covered by Spokane Falls, Wash., and Portland, Oreg., R. P. O.

¹⁵ 25.48 miles of route 31022, between Denison and Whitesborough, Tex., covered by Denison and Taylor, Tex., R. P. O.; 35.70 miles of route 31028 covered by Denison and Taylor, Tex., R. P. O.

¹⁶ From June 1, 1890, curtailed to single daily service between St. Joseph, Mo., and Atchison, Kans.

¹⁷ For 11 months of the fiscal year the average daily miles run by clerks was 124.48 miles, but since June 1, 1890, average has only been 111.23.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
913	July 1, 1889	7 25.69	14 24.01			6	43,036	135.36	1	12 0	6 0	1	1	2
		15 24.01	10 24.75			6	42,036		1	13 0	6 6	1	1	
									1	10 0	7 0			
245	July 1, 1889	5 22.23	6 22.20			6	34,981	111.70	1	12 6	6 0			
									1	14 2	7 4	1	1	1
500	July 1, 1889	18 21.05	1 21.43			6	27,175	86.82	2	14 6	6 6	1	1	1
									2	6 6	8 8	1	1	1
		1 24.94	4 24.54			6	23,012	75.16	1	8 6	6 10	1	1	1
1,580	Dec. 2, 1889	96 13.29	95 15.70			6	36,464	116.50	2	13 5	7 7	1	1	1
959	July 1, 1889	407 24.00	408 20.60			6	33,059	105.22	1	14 11	8 4	1	1	1
									1	10 0	8 0			
391	July 1, 1889	14 29.33	13 25.14			6	30,530	97.54	(11)	14 0	7 0	(11)	(11)	(11)
221	July 1, 1890	110.26	210.80			6	282,510	129.00	137	14 0	9 0	6	1	6
11,448	July 1, 1887	1 22.35	2 26.74			7				30 5	9 0			
		1 25.63	2 22.72											
1,289	July 1, 1890	21 21.93	22 21.93			7	84,066	115.16	2	14 0	8 10	2	1	2
2,221	July 1, 1890	18 22.90	17 20.61			7	116,213	159.23	2	15 6	8 10	2	1	2
6,173	July 1, 1890	15 21.19	16 21.19											
364	July 1, 1890	15 19.00	16 19.00											
2,208	July 1, 1889	17 25.27	18 26.46			14	135,096	124.48	1	20 0	9 0	3	1	3
		19 25.27	20 26.46						1	12 0	9 7			
1,373	July 1, 1889	17 28.66	18 28.66			7			1	12 0	9 0			
2,438	July 1, 1890	23 25.26	24 23.58			7	149,205	136.26	2	14 8	7 2	3	1	3
539	July 1, 1890	23 24.51	24 24.51			7								
2,438	July 1, 1890	21 24.13	22 25.34			7	93,306	127.94	3	14 8	7 2	2	1	4
2,438	July 1, 1890	67 14.38	68 16.78			7	100,025	137.02				2	1	
133	July 1, 1890	27 28.57	26 28.57			7	36,429	99.78	1	14 8	7 2	1	1	1
125	July 1, 1887	39 16.60	40 16.50			6	34,637	110.66	1	9 0	7 5	1	1	1
437	Oct. 15, 1888	5 21.24	2 25.00			6	32,658	104.34	1	15 0	10 0	1	1	1
									1	15 0	8 0			
1,193	July 1, 1889	371 24.43	352 24.52			6			(2)			(15)	(2)	(2)
2,614	July 1, 1889	3 33.60	2 26.40			7	225,490	154.45	(2)	20 0	9 0	4	2	16
		1 31.60	4 33.60			7								
2,492	Feb. 19, 1889	3 33.00	2 27.60			7								
		1 32.18	4 33.60			7								

¹⁰ New service.

¹¹ 171.40 miles of route 33075, between St. Joseph, Mo., and Herington, Kans., covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 86.30 miles, between Bucklin and Liberal, Kans., covered by the Herington and Liberal, Kans., R. P. O. Herington and Liberal, Kans., R. P. O. also runs over this route between Herington and Bucklin, Kans. (distance 176.44 miles), making double daily service between these points.

¹² This R. P. O. divides on Pratt, Kans. Reported last year as the Herington and Pratt and Pratt and Liberal, Kans., R. P. O.'s.

¹³ Herington and Dodge City, Kans., R. P. O. also runs over this route between Herington and Bucklin, Kans., making double daily service between these points.

¹⁴ 171.40 miles of route 33075, between St. Joseph, Mo., and Herington, Kans., covered by the

St. Joseph, Mo., and Caldwell, Kans., R. P. O., and 176.44 miles, between Herington and Bucklin, Kans., by the Herington and Dodge City, Kans., R. P. O.

¹⁵ Cars and clerks shown on route 7065.

¹⁶ This line was formerly the Huntington and Cincinnati R. P. O. On April 1, 1890, the run of the clerks was extended to Hinton, W. Va., increasing distance 146 miles. Previous to that date the part of the line between Hinton and Huntington, W. Va., was located in the third division. Annual miles of service for whole fiscal year counted by fifth division.

¹⁷ Balance of route (345.97 miles) covered by Richmond and Hinton R. P. O. (third division).

¹⁸ The mail cars on this line run through between Richmond, Va., Hinton, W. Va., and Cincinnati, Ohio. (See Richmond and Hinton, and Washington and Hinton R. P. O.'s, in third division report, for full equipment).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Holden, Mo., and Coffeyville, Kans.	7	201.58	Holden, Mo., Paola, Kans. (Mo. Pac.)..... Paola, Le Roy, Kans. (Mo. Pac.)..... Le Roy, Dearing, Kans. (V. V., I. and W.) Dearing, Coffeyville, Kans. (D., M. & A.)	28024 33031 33063 33064	54.47 58.87 81.26 (⁷)
Horicon and Portage, Wis.	10	53.17	Horicon, Portage, Wis. (C. M. and St. P.)	25006	52.24
Hornellsville and Buffalo, N. Y. ²	2	92.61	Buffalo, Hornellsville, N. Y. (N. Y., L. E. and W.)	6008	92.94
Hot Springs, N. C., and Columbia, S. C.	4	201	Asheville, Hot Springs, N. C. (R. and D. R. R.) Asheville, N. C., Spartanburg, S. C. (R. and D. R. R.) Spartanburg, S. C., Alston, S. C. (R. and D. R. R.) Alston, Columbia, S. C. (R. and D. R. R.)	13006 14011 14008 14001	(⁶) 71.92 68.58 (⁷)
Houston and El Paso, Tex. ³	11	850.94	Houston, San Antonio, Texas (G. H. and S. A.) San Antonio, El Paso, Texas (G. H. and S. A.)	31092 1031039	218.01 634.28
Howard City and Detroit, Mich. ¹²	9	161.22	Howard City, Detroit, Mich. (D., L. and N.)	24017	160.64
Humeston and Shenandoah, Iowa	6	113.91	Humeston, Van Wert, Iowa (Keo. and West.) Van Wert, Shenandoah, Iowa (Hum. and Shen.)	1428015 27067	17.82 98.77
Huntingdon, Pa., and Cumberland, Md.	2	90.69	Huntingdon, Mt. Dallas Station, Pa. (H. and B. T. M.) Mt. Dallas Station, Pa., Cumberland, Md. (Penna.)	8034 8072	45.15 45.11
Huntington, W. Va., and Louisville, Ky.	5	234.11	Huntington, W. Va., Ashland, Ky. (Maya. and Big Sandy) Ashland, Lexington, Ky. (Eliza, Lex. and Big Sandy) Lexington, La Grange, Ky. (Louis. and Nash.) La Grange, Louisville, Ky. (Louis. and Nash.)	20025 (part) 20016 20003 20004	(¹⁴) 124.38 67.53 (¹⁵)
Huntington and Portland, Oregon.	8	405.60	Huntington, Umatilla, Oregon (Oregon Rwy. and Navigation Co.) Umatilla, Portland, Oregon (Oregon Rwy. and Navigation Co.)	44003 44005	218.04 (¹¹) 187.56
Hutchinson and Kinsley, Kans.	7	84.20	Hutchinson, Kinsley, Kans. (A. T. and S. F.)	33052	84.20
Independence and Cedar Vale, Kans.	7	56.12	Independence, Cedar Vale, Kans. (A. T. and S. F.)	33053	56.12
Indiana and Branch Junction, Pa.	2	19.20	Indiana, Branch Junction, Pa. (Penna.)	8042	19.10
Indianapolis, Ind., and Decatur, Ill.	5	152.50	Indianapolis, Ind., Decatur, Ill. (Ind., Dec. and West.)	23055	154.26
Indianapolis, Ind., and Louisville, Ky.	5	111.38	Indianapolis, Ind., Louisville, Ky. (Penna. Co.)	22007	111.26

¹ Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; also runs over 7.29 miles of route 33031, between Paola and Oskawatomie, Kans.

² 5.33 miles of route 33056 between Dearing and Coffeyville, Kans., covered by Nevada, Mo., and Winfield, Kans., R. P. O.

³ Short run of the New York, Hornellsville and Buffalo R. P. O.

⁴ Clerks accounted for on New York, Hornellsville and Buffalo R. P. O.

⁶ In reserve.

⁷ 37 miles reported in Silas and Knoxville R. P. O.
⁸ 25 miles reported in Greenville and Columbia B. P. O.

⁹ Double daily service between Houston and San Antonio, Tex. Line divides at San Antonio, Tex., Houston to San Antonio, Tex. (218.01

miles), San Antonio to El Paso, Tex. (632.93 miles).

¹⁰ Helper daily between Houston and Columbus, Tex. (89 miles).

¹¹ Oct. 1, 1889, line extended from Spofford to El Paso, Tex., to be known as the Houston and El Paso, Tex., R. P. O. Balance of line from Spofford to Eagle Pass, Tex., to be known as the Spofford and Eagle Pass, Tex., R. P. O. Service between Sierra Blanca and El Paso, Tex., is in addition to the Texarkana, Ark., and El Paso, Tex., R. P. O.

¹² Reserve.

¹³ In connection with the Big Rapids and Detroit R. P. O., gives double service between Detroit and Ionia, Mich. (122.80 miles), daily except Sunday; 1 clerk appointed to the Big Rapids

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Average speed (miles).					Train No. inward.	Average speed (miles).				Length.	Width.
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>					
1,812	July 1, 1887	209	10.11	210	11.35	7	147,153	134.39	2	16 4	6 10	2	1	3
1,761	July 1, 1890	221	20.35	222	21.62	7								
839	July 1, 1890	221	20.18	222	23.63	7								
707	July 1, 1890	222	21.32	221	21.32	7								
827	July 1, 1887	7	25.50	6	26.37	6	33,284	106.34	1	15 7	8 9	1	1	1
8,131	July 1, 1889	3	28.78	20	26.63	6	57,974	92.61	1	15 0	9 0	2	1	(4)
									1	15 0	10 0			
									1	14 6	8 0			
1,410	July 1, 1888	55	24.2	54	23	7	146,730	134	1	13 10	8 6	3	1	3
569	July 1, 1888	55	17.2	54	19	7	-----	-----	1	14 6	9 7			
584	July 1, 1888	55	23.4	54	23.4	7								
909	July 1, 1888	55	25.1	54	25	7								
4,019	July 1, 1890	18	23.15	17	23	7	159,140	145.33	1	22 0	9 0	3	1	14
		20	24.22	19	24.22	7	579,689	154.71	3	24 2	9 2	10	1	
1,172	July 1, 1890	20	25.55	18	25.20	-----	-----	-----	1	22 9	9 3			
									1	28 8	9 3			
									1	14 6	9 2			
2,040	July 1, 1888	10	25.03	128	24	6	100,924	161.22	12	20 0	8 10	2	1	2
419	July 1, 1887	3	26.25	4	23.34	6	71,308	113.91	2	23 0	9 0	2	1	2
653	July 1, 1887	3	25.60	4	24.51									
946	July 1, 1889	1	23.48	2	24.54	6	56,772	90.69	1	15 0	8 10	2	1	2
546	July 1, 1889	3	23.48	4	22.50	6	-----	-----	(16)	15 2	8 8			
4,492	July 1, 1889	21	19.20	22	19.20	6	206,461	131.02	17	19 7	9 0	5	1	15
1,992	July 1, 1888	21	21.00	22	21	6	-----	-----	1	18 0	9 0			
									1	14 0	9 0			
1,646	July 1, 1888		17.27	22	24.60	6								
			21	26.40	18	24.20	6							
22,829	July 1, 1888		17	23.40	22	23.40	6							
			21	24	18	19.20	6							
13,202	July 1, 1890	3	25.50	4	26.11	7	296,088	135.20	24	60 0	9 11	6	1	7
11,126	July 1, 1890	3	24.84	4	26.23				1	50 0	9 3			
530	July 1, 1890	341	16.84	342	14.03	6	52,709	168.40	1	11 11	7 6½	1	1	1
270	July 1, 1890	261	18.71	262	18.71	7	40,968	112.24	1	20 0	8 10	1	1	(22)
1,216	July 1, 1889	80	19	87	19	6	12,019	76.80	1	15 0	8 0	1	1	3
		84	19	81	5.14	6	22,019	-----	(24)	20 9	9 0	3	1	(24)
1,512	July 1, 1885	1	24.40	2	26.62	6	95,465	101.67	2	22 0	9 3			
									1	22 0	9 3			
4,395	July 1, 1888	10	33.60	13	31.20	7	81,271	111.33	25	19 3	9 4	4	1	26
		18	31.20	19	31.80	7	81,271							

and Detroit R. P. O.; runs as helper between Detroit and Howell, Mich. (51.50 miles), 5 days each week.

¹² 1 car held in reserve.

¹³ Balance of route (131.50 miles) covered by Keokuk and Humeston, Iowa, R. P. O.

¹⁴ Cars and clerks shown on route 8034.

¹⁵ Covered by Hinton and Cincinnati R. P. O. (18.08 miles).

¹⁷ 1 car in reserve.

¹⁸ The run of clerks divides at Lexington, Ky.; 2 clerks daily, except Sunday, on trains 21 and 22, between Huntington, W. Va., and Lexington, Ky. (distance, 139.67 miles), 3 clerks daily, except Sunday, on trains 17 and 22, and 21 and 18, between Lexington and Louisville, Ky. (distance, 95.07 miles).

¹⁹ Covered by Cincinnati and Nashville R. P. O. (27 miles).

²⁰ 40-foot cars authorized June 20, 1890; from May 1, 1 city distributor for Portland; daily average, 176.

²¹ Balance of route (27.20 miles) Wallula, Wash., Umatilla, Oregon, closed-pouch service. (See Table C.)

²² 1 clerk appointed to Kansas City, Mo., and Wellington, Kans., R. P. O.

²³ Double daily service, Sundays excepted.

²⁴ Cars and clerks shown on trains 80 and 87.

²⁵ 3 cars in reserve.

²⁶ 2 helpers running over whole line on trains 10, 13, 18, and 19 daily, except Sunday.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Indianapolis, Ind., and Peoria, Ill.	5	<i>Miles.</i> 212.41	Indianapolis, Ind., Peoria, Ill. (Ohio, Ind. and West.).	22018	212.41
Indianapolis, Ind., and St. Louis, Mo.	5	265.47	Indianapolis, Terre Haute, Ind. (Ind. and St. Louis).	22026	73.39
Indianapolis and Terre Haute, Ind.	5	73.05	Terre Haute, Ind., East St. Louis, Ill. (Ind. and St. Louis).	22043	189.65
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	5	241.08	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind'pla.).	22002	(7)
Indianapolis and Vincennes, Ind.	5	116.70	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind'pla.).	22002	(7)
Iron Mountain, Mich., and Milwaukee, Wis.	10	209.60	Terre Haute, Ind., East St. Louis, Ill. (Terre Haute and Ind'pla.).	22044	(11)
<i>Ishpeming, Mich., and Chicago, Ill.</i>	10	393	Indianapolis, Vincennes, Ind. (Penna. Co.).	22001	117.26
			Iron Mountain, Mich., Milwaukee, Wis. (Mil. and Northern).	¹² 25016	208.37
			Ishpeming, Mich., Ft. Howard, Wis. (Chi. and No. West.).	24031	180.08
			Ft. Howard, Fond du Lac, Wis. (Chi. and No. West.).	¹³ 25006	65.77
			Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	25012	63.72
			Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	23001	85
Ithaca and Owego, N. Y.	2	35	Ithaca, Owego, N. Y. (D., L. and W.)	6042	35.63
Jackson and Adrian, Mich.	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.) ..	24003	47.26
Jackson, Mich., and Fort Wayne, Ind.	9	99.38	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	24029	100.40
Jackson and Natchez, Miss.	4	99.55	Jackson, Natchez, Miss. (N. J. and C. Ry.).	18010	99.54
Jacksonport and Brinkley, Ark.	11	60.90	Jacksonport, Brinkley, Ark. (W. and B. R. V.).	29006	60.90
Jacksonville and Pensacola, Fla.	4	.....	Jacksonville, La. o City, Fla. (F., C. and P. R. R.).	16006	59.81
Eastern division		207.50	Lake City, River Junction, Fla. (F., C. and P. R. R.).	¹⁷ 16002	147.87
Western division		161.20	River Junction, Pensacola, Fla. (Pens. and Atlantic R. R.).	16015	161.20
Jacksonville and Tampa, Fla. ..	4	240.71	Jacksonville, Sanford, Fla. (J., T. and K. W. Ry.).	16018	125.30
			Sanford, Tampa, Fla.	16007	115.59
Jamecon City and Bloomsburgh, Pa.	2	30.42	Jamecon City, Bloomsburgh, Pa. (B. and S.).	8172	30.42
Jamestown and Oakes, N. Dak.	10	69.31	Jamestown, La. Moure, N. Dak. (Northern Pacific).	35020	48.87
			La. Moure, Valley Jct. (n. o.), N. Dak. (Northern Pacific).	35015	(11)
			Valley Jct. (n. o.), Oakes, N. Dak. (Northern Pacific).	35028	15.21
Jefferson and McKinney, Tex. ..	11	155.46	Jefferson, McKinney, Tex. (M., K. and T.).	31013	155.46

¹ 3 cars in reserve.² Day line.³ 4 helpers on night line running through between Indianapolis, Ind., and Peoria, Ill.⁴ Night line.⁵ 4 helpers on day line running through between Indianapolis, Ind., and St. Louis Mo.⁶ Night line. On May 1, 1890, K. P. O. service was established on night trains 7 and 10, in apartment cars, between Indianapolis, Ind., and St. Louis, Mo.⁷ Covered by Pittsburgh and St. Louis R. P. O. (74.39 miles).⁸ This clerk holds an appointment on Pittsburgh

and St. Louis R. P. O., and is shown with that line.

⁹ 1 car in reserve.¹⁰ These clerks are appointed to Pittsburgh and St. Louis R. P. O., and are shown with that line.¹¹ Covered by Pittsburgh and St. Louis R. P. O. (167.75 miles).¹² Balance of route (55.89 miles), Champion to Iron Mountain, Mich., covered by closed-ponch service. (See Table C.)¹³ North division Iron Mountain, Mich., and Green Bay, Wis. (95.43 miles).¹⁴ Clerks alternate, one week on north division and one week on south division.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).				Length.	Width.			
Lbs.									Ft. In.	Ft. In.			
3,430	July 1, 1888	127	627	6	132,069	106.21	17	22 5	8 5	4	1	1	12
327		327	425.20	7	155,059					4	4	2	
1,971	July 1, 1888	927.60	828.80	6	166,184	132.74	4	40 0	9 0	4	4	2	12
		731.80	1033.60	7	32,387						4	1	
1,569	July 1, 1888	925.86	822.80	6									
		735.40	1034.20	7									
66,712	July 1, 1889	326.40	426.40	6	45,729	146.10	1	16 0	8 9	1	1	1	(*)
66,712	July 1, 1889	527	826.40	6	150,916	120.54	3	16 0	8 3	4	1	1	(10)
63,400	July 1, 1889	526.40	831.20	6									
754	July 1, 1888	927	825.80	6	73,054	116.70	2	17 0	8 10	2	1	1	2
1,092	July 1, 1887	626.67	325.82	6	159,739	139.73	13	33 4	9 7	3	1	1	3
		227.69	127.09	7	71,471								
4,029	July 1, 1888	225.36	125.36	7	225,570	154	1	50 0	9 6	14	1	1	23
		421.72	319	10			2	50 0	9 5				
7,499	July 1, 1887	10223.81	10326.19	6	112,912	120.24	1	22 0	9 5	3	1	1	
		14423.81	14125.35	7			1	20 1	9 2				
6,119	July 1, 1887	10826.19	10527.10	11	134,628	107.50	1	36 0	9 6	4	2	2	
		223.73	326.21	11									
		1229.21	8129.21	12									
8,686	July 1, 1887	629.21	529.21	12	53,767	85.89	1	50 0	9 5	2	1	1	
		434	530.90	13									
941	July 1, 1889	1028.33	954	6	21,910	70	1	8 2	10 9	1	1	1	1
		822.66	924	6			1	9 4	10 6				
1,210	July 1, 1888	11524	11625.55	6	29,766	95.10	1	13 0	9 0	1	1	1	1
689	July 1, 1888	15926.08	15724.49	6	62,137	99.26	1	16 10	8 10	2	1	1	2
1,336	July 1, 1888	119.1	219.1	6	62,112	99.54	1	13 8	7 10	2	1	1	2
				7			1	10 10	7 6				
				11			1	15 5	9 3				
135	July 1, 1890	215.22	115.22	6	38,123	121.80	1	9 2	5 9	1	1	1	1
1,449	July 1, 1888	124.4	223.1	7									
993	July 1, 1888	124.3	226.1	7	151,475	103.75	3	15 6	8 10	4	1	1	7
					(2)								
5,186	Apr. 16, 1886	226.9	327.5	7	117,676	107.40	4	14 0	9 0	3	1	1	
				7			1	12 0	8 6				
5,186	Apr. 16, 1886	2729.4	1423.8	7	253,895	122	4	27 4	9 4	6	1	1	28
		2325	6625.7	6	(2)		1	33 2	9 4				
1,017	Apr. 1, 1885	2728.2	1421.2	7			1	17 8	7 6				
				11			1	14 3	7 4				
221	July 1, 1889	421.17	121.17	6	19,043	60.84	2	8 4	6 6	1	1	1	1
712	July 1, 1890	1123.37	1221.64	6	43,888	138.62	1	23 7	8 10	1	1	1	1
492	July 1, 1890	1122.71	1221.20										
703	July 1, 1890	1125.16	1220.13										
307	July 1, 1890	3313.60	3413.70	7	113,485	103.97	1	14 2	5 9	3	1	1	3
				11			1	11 5	5 7				
				1			1	10 0	7 5				

* 1 in reserve.

* South division, Green Bay to Milwaukee, Wis. (114.17 miles).

* Ishpeming, Mich., to Milwaukee, Wis. (309 miles)

* 3 helpers between Menominee, Mich., and Milwaukee, Wis.

* Balance of route covered by Fond du Lac, Wis., and Harvard, Ill., R. P. O. (114 miles); and Chicago, Ill., and Winona, Minn., R. P. O. (62.70 miles).

* Menominee, Mich., to Milwaukee, Wis. (180.37 miles).

* Ft. Howard, Wis., to Chicago, Ill. (215.06 miles).

* Milwaukee, Wis., to Chicago, Ill. (85.89 miles).

* 2 helpers, 1 between Waukegan and Chicago, Ill., and 1 between Lake Forest and Chicago, Ill., on all trains.

* In reserve.

* 1 reserve car.

* 3 reserve cars.

* 4 miles, Monticello and Driffton, closed-pouch service. (See Table C.)

* Cars used by Flomaton and Pensa. R. P. O.

* 2 helpers on 14 and 27.

* Short runs on trains 23 and 66; clerks alternate on long and short runs.

* Distance (5.30 miles) covered by Fargo and La Moure, N. Dak., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Jefferson City and Bagnell, Mo.	7	<i>Miles.</i> 45.71	Jefferson City, Bagnell, Mo. (Mo. Pac.) ...	38047	45.71
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Rockwood, Pa. (B. & O.).....	8070	45.48
Julesburgh and Denver, Colo.	7	197.88	Julesburgh, La Salle, Colo. (Colo. Cent.)..	38017	150.98
			La Salle, Denver, Colo. (Den. Pac.).....	38007	(¹)
Junction City and Parsons, Kans.	7	157.15	Junction City, Parsons, Kans. (M., K. & T.)..	33009	157.15
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.)..	24007	40.09
Kane and Pittsburgh, Pa.	2	153.51	Kane, Callery, Pa. (P. and W.).....	8086	128.17
			Callery, Pittsburgh, Pa. (P. and W.).....	(part) 8125	(²)
Kankakee and Kankakee Junction, Ill.	6	71.52	Kankakee, Kempton, Ill. (Ill. Cent'l)....	(part) 23062	28.27
			Kempton, Kankakee Junction, Ill. (Ill. Cent'l).	(part) 23061	43.04
Kankakee and Seneca, Ill.	6	43.30	Kankakee, Seneca, Ill. (Kank. and Seneca).	23069	43.56
Kansas City, Mo., and Beatrice, Nebr. ³	7	176.24	Kansas City, Mo., Beatrice, Nebr. (K. C., W. and N. W.)..	33079	176.17
Kansas City, Mo., and Belleville, Kans. ³	7	204.73	Kansas City, Mo., North Topeka Station (n. o.), Kana. (C., R. I. and P.).	33100	67.20
			North Topeka Station (n. o.), McFarland, Kans. (C., R. I. and P.).	33075	(¹¹)
			Belleville, McFarland, Kans. (C., R. I. and P.).	(part) 33089	104.78
Kansas City, Mo., and Coffeyville, Kans. ¹²	7	168.34	Kansas City, Mo., Paola, Kans. (M., K. and T.).	33018	43.19
			Coffeyville, Paola, Kans. (M., K. and T.) ..	33083	125.74
Kansas City, Mo., and Denver, Colo.	7	641.02	Kansas City, Mo., Denver, Colo. (U. P. R. R.).	33001	641.02
Kansas City and Ash Grove, Mo. ¹⁴	7	175.14	Kansas City, Mo., Olathe, Kans. (K. C., C. and S.).	33008	(¹⁰)
			Raymore Junction (n. o.), Mo., Olathe, Kans. (K. C., C. and S.).	(part) 28016	26.50
			Raymore Junction (n. o.), Ash Grove, Mo. (K. C., C. and S.).	28056	129.39
Kansas City and Joplin, Mo.	7	169.25	Kansas City, Pleasant Hill, Mo. (Mo. Pac.)..	28001	(¹²)
			Pleasant Hill, Joplin, Mo. (Mo. Pac.).....	(part) 28040	133.47
Kansas City, Mo., and Memphis, Tenn.: ¹⁵					
North division.....	7	202.63	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and M.).	38008	91.58
			Fort Scott, Kans., Springfield, Mo. (K. C., Ft. S. and M.).	(part) 28036	104.32
South division.....		284.66	Springfield, Mo., Memphis, Tenn. (K. C., Ft. S. and M.).	28017	285.40
Kansas City and Osceola, Mo.	7	109.01	Kansas City, Osceola, Mo. (K. C. and S.).	28055	109.01

¹ 46.92 miles of route 33007 covered by the Cheyenne, Wyo., and Denver, Colo., R. P. O.² In reserve.³ 12.24 miles covered by closed-pouch service. (See Table C^a.)⁴ 1 car in reserve.⁵ Distance 25.34 miles covered by Pitta. and Akron R. P. O. (fifth div.).⁶ Cars and clerks shown on route 8006.⁷ Balance of route (58.11 miles) covered by Kempton and Bloomington, Ill., R. P. O.⁸ Reported last year as the Kansas City, Mo., and Seneca, Kans., R. P. O. Increased distance 58.60 miles.⁹ Reported last year as Topeka and Belleville, Kans., R. P. O. Extended November 13, 1889. Increased distance 67.63 miles.¹⁰ 1 in reserve.¹¹ 33 miles of route 33075 covered by St. Joseph, Mo., and Caldwell, Kans., R. P. O.¹² Reported last year as the Paola and Coffeyville, Kans., R. P. O. Change in effect December 15, 1889. Increased distance 42.60 miles.¹³ 1 clerk detailed as chief clerk at Denver, Colo.; 1 clerk detailed as assistant to chief clerk at Denver, Colo.; 1 clerk detailed as assistant to chief clerk at Kansas City, Mo.; 4 helpers, 2 each upon day and night line.

in the United States on June 30, 1889—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train) number taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).				Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.		Width.				
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>	<i>Ft.</i>	<i>In.</i>			
251	July 1, 1887	183	12.47	152	11.92	6	28,614	91.42	1	10	9	7	4	1	1	1
571	July 1, 1889	92	23.48	93	23.48	6	28,614	91.42	1	18	0	8	6	1	1	1
2,718	July 1, 1890	308	29.69	307	29.69	7	144,452	131.92	1	15	2	7	5	3	1	3
4,481	July 1, 1890	308	27.85	307	27.85	7	.....	.....	1	12	3	6	6			
937	July 1, 1890	9	21.08	10	19.64	7	114,720	104.77	1	20	5	7	5	3	1	3
389	July 1, 1888	123	26.33	122	24.94	6	25,165	80.40	1	20	4	7	5			
573	July 1, 1889	21	15.77	20	16.39	6	96,097	153.51	4	13	4	7	0	2	1	2
1,222	July 1, 1889	21	16.40	20	17.28	6	.....	.....	(*)	6	2	8	0	(*)	(*)	(*)
171	July 1, 1887	1	25.85	2	28.07	6	44,771	143.04	1	14	0	7	0	1	1	1
146	July 1, 1887	1	24.57	2	25.80											
95	July 1, 1887	71	11.22	72	12.58	6	27,106	86.60	1	16	0	9	4	1	1	1
691	July 1, 1890	1	27.11	4	26.44	7	114,359	117.49	3	24	7	7	3	3	1	3
4,274	July 1, 1890	11	33.60	12	33.60	7	149,135	138.49	10	16	4	7	8	3	1	3
2,438	July 1, 1890	11	28.30	12	28.30	7										
1,922	July 1, 1890	11	30.47	12	30.47	7										
1,687	July 1, 1890	3	25.86	4	30.42	7	108,635	112.23	2	15	8	6	9	3	1	3
1,357	July 1, 1890	3	17.64	4	17.24	7										
11,831	July 1, 1890	201	31.79	202	31.27	7	467,945	213.67	4	45	4	9	4	6	2	31
		203	30.28	204	29.14	7	367,286	213.67	1	24	1	9	4	6	2	
									1	24	2	9	4			
									1	25	2	9	0			
									1	24	9	8	10			
3,663	July 1, 1890	7	20.70	2	20.70	7	122,192	116.76	2	25	5	9	3	3	1	3
359	July 1, 1887	101	23.63	102	20.48	7										
330	July 1, 1887	101	22.80	102	23.50	7										
47,461	July 1, 1887	302	18	301	23.33	7	123,553	112.83	1	49	11	8	11	3	1	4
1,902	July 1, 1887	301	22.12	302	22.12	7			1	49	6	9	5			
3,663	July 1, 1890	1	26.35	2	24.70	7	.....	.....	3	25	0	9	0			
2,29	July 1, 1887	2	29.64	4	29.64	7	295,840	135.09	2	25	1	8	11	6	2	23
2,687	July 1, 1887	1	25.31	2	24.35	7	.....	.....	1	25	2	9	0			
			3	25.31	4	24.84	.....	.....	1	25	2	9	0			
1,818	July 1, 1887	1	22.32	2	21.90	7	415,604	142.33	1	18	1	8	10	8	1	
			3	23.72	4	22.46	.....	.....	1	10	0	6	10	2	1	2
263	July 1, 1889	2	22	1	22	7	69,188	109.01	1	6	9	7	6	2	1	2

¹⁴ Mail apartment service extended from Wallace, Kans., through to Denver, Colo., February 15, 1890. Increased distance 220.62 miles.

¹⁵ Reported last year as the Olathe, Kans., and Ash Grove, Mo., R. P. O. Increased distance 19.25 miles. Extended November 24, 1889.

¹⁶ 20.70 miles of route 33008 covered by Kansas City, Mo., and Memphis, Tenn., R. P. O.

¹⁷ 34.63 miles of route 28001, between Pleasant Hill and Kansas City, Mo., covered by St. Louis and Kansas City, Mo., R. P. O.

¹⁸ 1 helper between Kansas City and Nevada, Mo. (103.32 miles).

¹⁹ Double daily service.

²⁰ This line divides on Springfield, Mo.

²¹ 83.13 miles of route 33008, between Fort Scott, Kans., and Webb City, Mo., covered by the Fort Scott, Kans., and Webb City, Mo., R. P. O.

²² 1 helper on north division, between Kansas City and Lamar, Mo.; 2 helpers on south division, between Springfield, Mo., and Hoxie, Ark.

²³ Prior to June 1, 1890, service was daily, except Sunday.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>it</i> akes.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>Kansas City, Mo., and Oxford, Nebr.</i>	6	<i>Miles.</i> 363.96	Kansas City, Napier, Mo., (K. C., St. Jo. and C. Bl.). Napier, Mo., Rulo "Y," Nebr. (B. and M. R. in Nebr.). Rulo "Y," Table Rock, Nebr. (B. and M. R. in Nebr.). Table Rock, Wymore, Nebr. (B. and M. R. in Nebr.). Wymore, Red Cloud, Nebr. (B. and M. R. in Nebr.). Red Cloud, Oxford, Nebr. (B. and M. R. in Nebr.).	28006 (part) 28064 33012 (part) 34020 *34016 (part) *34020 (part)	(4) 11.70 (7) 40.87 108.18 64.78
<i>Kansas City, Mo., and Pueblo, Colo.</i> ¹⁰	7	636.55	Kansas City, Mo., Topeka, Kans. (A., T. & S. F.). Topeka, Kans., Pueblo, Colo. (A., T. & S. F.).	33016 1333010 (part)	66.88 569.75
<i>Kansas City, Mo., Salina, Kans.,¹⁴ and Pueblo, Colo.</i>	7	1301.77 1339.06	Kansas City, Mo., Paola, Kans. (K. C. and S. W.). Paola, Osawatomie, Kans. (Mo. Pac.)..... Osawatomie, Ottawa, Kans. (Mo. Pac.) Ottawa, Council Grove, Kans. (C. G., O., C. and O.) Council Grove, Salina, Kans. (T., S. and W.). Salina, McCracken, Kans. (Kans. and Colo.) McCracken, Kans., Towner, Colo. (D. M. and A.). Towner, Pueblo, Colo. (P. and S. line)..... Kansas City, Mo., Ottawa, Kans. (A. T. and S. F.). Ottawa, Cherry Vale, Kans. (A. T. and S. F.). Cherry Vale, Wellington, Kans. (A. T. and S. F.).	33091 33031 (19) 33033 (part) 33067 33050 33070 33084 33036 33006 233004 (part) 233005 (part)	54.09 (19) 21.42 71.34 72.22 126.25 141.25 150.76 58.80 97.80 113.41
<i>Kays, N. J., and Stroudsburg, Pa.</i>	2	47.90	Kays, N. J., Stroudsburg, Pa. (N. Y. S. and W.).	7058 (part)	47.75
<i>Keathley and Knoxville, Tenn.</i>	5	51.88	Keathley, Clinton, Tenn. (East Tenn., Va. and Ga.). Clinton, Knoxville, Tenn. (East Tenn., Va. and Ga.).	19023 (part) 19008 (20)	30.57 (20)
<i>Keene, N. H., and South Vernon, Vt.</i>	1	24.25	Keene, N. H., South Vernon (n. o.), Vt. (Conn. Riv.).	3056 (part)	23.93
<i>Kempton and Bloomington, Ill.</i>	6	57.77	Kempton, Bloomington, Ill. (Ill. Central) ..	23062 (part) 31033 (21)	58.11 80.00
<i>Kenedy and Corpus Christi, Tex.</i>	11	89.00	Kenedy, Corpus Christi, Tex. (S. A. and A. P.).	25011 (part)	73.71
<i>Kenosha, Wis., and Rockford, Ill.</i>	10	73.42	Kenosha, Wis., Rockford, Ill. (Chi. and No. West.).	23061 (part) 23015 (part)	43.09 131.50
<i>Keokuk, Iowa, and Clayton, Ill.</i>	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wabash).....		
<i>Keokuk and Humeston, Iowa.</i>	6	132.05	Keokuk, Humeston, Iowa (Ke. and West.).		

¹ Distance (101.50 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.

² 1 car in reserve.

³ Through run.

⁴ Whole cars.

⁵ Short run, St. Joseph, Mo., to Oxford, Nebr., 297.26 miles.

⁶ Reserve.

⁷ Distance (38.80 miles) covered by Columbus, Nebr., and Kansas City, Mo., R. P. O.

⁸ Balance of route (12.07 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.

⁹ Balance of route, Hastings to Red Cloud, Nebr., (41.48 miles) covered by closed pouches. (See Table C.)

Reported last year as double daily R. P. O. service. Additional mail apartment service be-

tween Kansas City, Mo., and Dodge City, Kans., 368.64 miles, in effect June 1, 1890.

¹¹ 8 helpers (4 each) assigned to day and night lines between Kansas City and Hutchinson, Kans.; 1 helper on day line between Kansas City and Topeka; 1 helper on night line between Kansas City and Osage City.

¹² 5 in reserve.

¹³ 50.70 miles of route 33010, between Atchison and Topeka, Kans., covered by the Atchison and Topeka, Kans., R. P. O.

¹⁴ This line divides on Holsington, Kans.

¹⁵ Kansas City, Mo., and Holsington, Kans., division.

¹⁶ 2 helpers between Kansas City, Mo., and Council Grove, Kans.

¹⁷ Holsington, Kans., and Pueblo, Colo., division.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
10,352	July 1, 1887	7 & 39	25.92	8 & 40	26.48	7	265,691	181.98	3	40 0	9 1	24	2	12
			15 26.72		16 28.63	7	217,000	148.63	2	35 2	8 10	24	1	
2,704	Aug. 3, 1888		39 33.06		40 36.66				1	18 4	8 10			
2,795	July 1, 1890		39 29.84		40 31.04									
			15 27.71		16 34.74									
6,374	July 1, 1890		39 33.34		40 27.58									
			15 30.05		16 25.26									
5,618	July 1, 1890		39 32.40		40 31.86									
			15 30.14		16 30.14									
3,193	July 1, 1890		39 32.00		40 26.67									
			15 28.45		16 26.67									
29,993	July 1, 1890		530.70		633.25	7	929,363	181.87	4	60 0	9 4	14	2	46
			7 26.60		8 26.60	7			19	50 0	9 4			
			130.70		233.25	7	22,425	184.32	1	20 0	9 4	4	2	
21,367	July 1, 1890		531.55		632.45	7			1	20 9	9 4			
			7 24.61		8 24.61	7			1	22 1	9 4			
			1 26.86		2 23.71	7								
3,610	July 1, 1890	(222) 24.96	(221) 24.96			7	220,292	150.89	3	20 6	9 3	4	1	10
1,761	July 1, 1890	221 24.00	222 24.00			7	247,514	166.53	1	19 9	9 2	4	1	
									1	19 3	9 2			
2,337	July 1, 1890	201 23.36	202 23.36			7								
2,042	July 1, 1890	201 27.62	202 28.54			7								
1,838	July 1, 1890	201 25.49	202 26.26			7								
1,600	July 1, 1890	201 36.07	202 24.48			7								
1,290	July 1, 1890	201 28.27	202 31.41			7								
1,063	July 1, 1890	201 31.19	202 34.79			7	121,720	111.16	2	20 0	9 34	3	1	14
5,348	July 1, 1890	201 23.52	202 23.52			7	197,166	135.05	1	26 24	9 34	4	2	
		203 22.76	204 22.05			7			1	14 5	9 24			
2,906	July 1, 1890	201 23.47	202 21.34			7			27	26 24	9 34			
		203 22.57	204 20.23			7								
1,740	July 1, 1890	201 19.40	202 19.40			7								
		203 19.44	204 20.94			7								
244	July 1, 1889	101 19.65	12 14.65			6	29,985	95.80	1	13 0	6 6	1	1	1
									2	13 0	6 6			
811	July 1, 1889	10 16.20	9 21.80			7	37,872	103.76	1	23 0	9 6	1	1	1
1,039	July 1, 1888	10 24.60	9 30.60			7								
728	July 1, 1889	18 24.00	23 24.00			6	15,243	97.40	1	9 0	6 10	1	1	1
		32 26.17	3 24.00			6	15,243							
171	July 1, 1887	9 11.80	8 26.68			6	36,164	116.54	2	15 0	7 24	1	1	1
689	July 1, 1890	8 22.10	4 21.36			6	55,714	178.00	2	17 0	9 0	1	1	1
1,376	July 1, 1887	191 11.93	192 14.06			6	45,961	146.84	1	13 6	7 3	1	1	1
491	July 1, 1887	42 24.57	43 24.57			6	26,974	86.18	1	27 5	8 74	1	1	1
419	July 1, 1887	5 24.18	6 22.46			6	82,663	132.05	2	10 8	7 0	2	1	2
									2	16 84	8 11			
									2	15 114	8 10			

¹² 7.20 miles of route 33031 covered by the Holden, Mo., and Coffeyville, Kans., R. P. O.

¹³ Double daily service between Kansas City, Mo., and Independence, Kans.

¹⁴ Clerks upon trains 201 and 202 run between Kansas City, Mo., and Independence, Kans. Distance from register to register, 166.74 miles.

¹⁵ 1 helper upon trains 201 and 202, daily except Monday, between Kansas City, Mo., and Welda, Kans. 1 clerk performs service between Chanute and Longton, Kans. 1 clerk performs service between Independence and Cedar Vale, Kans.

¹⁶ 27.39 miles of route 33004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O.; and 16.68 miles, be-

tween Cherry Vale and Coffeyville, Kans., covered by closed pouch service. (See Table C.)

¹⁷ In reserve.

¹⁸ 18.12 miles of route 33005, between Wellington and Hunnewell, Kans., covered by closed pouch service. (See Table C.)

¹⁹ Covered by Louisville and Knoxville R. P. O., 20.70 miles.

²⁰ Balance of route (28.27 miles) covered by Kankakee and Kankakee Jct., Ill., R. P. O.

²¹ 67.56 miles of route 31033 between San Antonio and Kenedy, Tex., covered by Wallis Station and San Antonio, Tex., R. P. O.

²² Balance of route (17.82 miles) covered by Humes-ton and Shenandoah, Iowa, R. P. O.

²³ Reserve.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Ketchum and Shoshone, Idaho.	8	70.34	Ketchum, Shoshone, Idaho (Oregon Short Line Rwy.).	42001	70.01
Keyesville, Va., and Raleigh, N. C.	8	114.60	Keyesville, Va., Durham, N. C. (Rich. and Dan.).	11032	87.98
			Durham, Raleigh, N. C. (Rich. and Dan.).	13004 (part)	(⁹)
Killbuck and Trinway, Ohio	5	33.82	Killbuck, Trinway, Ohio (Cleve., Akron and Col.).	21102	34.14
Kingston and Goshen, N. Y.	2	44.26	Kingston, Montgomery, N. Y. (Wall. Val.).	6083	34.20
			Montgomery, Goshen, N. Y. (N. Y., L. E. and W.).	6009	10.49
Kiowa, Kans., and Panhandle, Tex.	11	217.20	Kiowa, Kans., & Panhandle, Tex. (A., T. and S. F.).	32004	217.20
Knobel and Helena, Ark.	11	140.65	Knobel, Forest City, Ark. (St. L., I. M. and S.).	29012	97.76
			Forest City, Helena, Ark. (St. L., I. M. and S.).	29008	44.65
Knox, Ind., and Streator, Ill.	6	119.85	Knox, Ind., Streator, Ill. (Ind., Ill. and Iowa).	23082	119.82
Knoxville and Maryville, Tenn.	3	18.49	Knoxville, Maryville, Tenn. (Knox and Augusta).	19014	18.49
La Crosse, Wis., and Dubuque, Iowa.	10	122.47	La Crosse, Wis., Dubuque, Iowa (C., M. and St. P.).	*27012 (part)	121.73
La Crosse, Wis., and Woonsocket, S. Dak.	10	400.45	La Crosse, Wis., Flandreau, S. Dak. (C., M. and St. P.).	28023	311.29
			Flandreau, Egan, S. Dak. (C., M. and St. P.).	*35007 (part)	4.40
			Egan, Woonsocket, S. Dak. (C., M. and St. P.).	35008	85.30
La Fayette, Ind., and Quincy, Ill.	6	271	La Fayette, Ind., Quincy, Ill. (Wabash).	*21019 (part)	271.15
La Junta, Colo., and Albuquerque, N. Mex.	7	348.22	La Junta, Colo., Albuquerque, N. Mex. (A. T. and S. F.).	*38006 (part)	348.09
Lake Crystal, Minn., and Eagle Grove, Iowa.	10	110.48	Lake Crystal, Elmore, Minn. (C., St. P., M. and O.).	26029	44.15
			Elmore, Minn., Eagle Grove, Iowa (Chic. and No. West).	*27052 (part)	66.30
Lake Geneva, Wis., and Elgin, Ill.	6	44.15	Lake Geneva, Wis., Elgin, Ill. (Chic. and No. West.).	23004	43.79
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Cent.).	23022	45.15
Lancaster, N. H., and Boston, Mass.	1	212.03	Lancaster, Concord, N. H. (Con. and Mont.).	*1006 (part)	136.36
			Concord, Nashua, N. H. (Con. and Mont.).	1001	(¹⁰)
			Nashua, N. H., Boston, Mass. (Bos. and Me. Low. Sys.).	3016	(¹⁰)
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Columbia, Pa. (Penna.)	8027 (part)	(¹¹)
			Columbia, Pa., Frederick, Md. (Penna.)	8032	69.36
Lancaster and Harrisburg, Pa.	3	40.87	Lancaster, Middletown, Pa. (Penna.)	8027	30.99
			Middletown, Harrisburg, Pa. (Penna.)	8001 (part)	(¹²)
Langdon and Larimore, N. Dak.	10	78.78	Langdon, Larimore, N. Dak. (St. P., M. and M.).	*35006 (part)	76.19

¹ Acting clerk.² 26.60 miles covered by the Goldsborough and Greensborough R. P. O.⁹³ In reserve.⁴ Cars and clerks shown on route 6083.⁵ Reserve.⁶ Balance of route covered by Chicago, Ill., and McGregor, Iowa, R. P. O. (43.60 miles), and between Sabula Jct. and Clinton, Iowa (16.46 miles), by closed pouches. (See Table C.)⁷ Short run La Crosse, Wis., to Wells, Minn. (150.65 miles).⁸ Balance of route (34.91 miles) covered by Egan, S. Dak. and Sioux City, Iowa R. P. O.⁹ Balance of route (203.10 miles) covered by Toledo, Ohio, and St. Louis, Mo., R. P. O.¹⁰ 1 clerk detailed as chief clerk at Quincy, Ill.; 1 to clerical duty at office supt. Chicago, Ill.; 2 to transfer duty at Quincy, Ill.; 1 to transfer duty at Decatur, Ill.; 1 helper.¹¹ 177.14 miles of route 68006 between Albuquerque and Rincon, N. Mex., covered by the Albuquerque, N. Mex., and El Paso, Tex., R. P. O. and 53.82 miles between Rincon and Deming, N. Mex., covered by the Rincon and Silver City, N. Mex., R. P. O.¹² One clerk detailed to transfer service at La Junta, Colo.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).				Length.	Width.			
<i>Lbs.</i>									<i>Ft.</i>	<i>In.</i>			
565	July 1, 1890	521	17.17	522	17.17	44,032	140.68	1	10 2	6 8	1	1	1
729	July 1, 1889	102	24.96	103	21.14	83,724	114.66	1	19 6	9 6	2	1	2
1,924	July 1, 1888	55	23.51	54	23.51	-----	-----	1	12 1	9 0			
214	July 1, 1889	24	12.60	23	12	21,171	67.64	1	15 2	8 6½	1	1	1
568	July 1, 1889	424	75	127	50	27,707	88.52	2	18 2	8 10	1	1	1
606	July 1, 1889	174	25	177	19.80	-----	-----	(*)	18	7 6	(*)	(*)	(*)
434	July 1, 1890	441	25.22	442	23.27	158,556	144.80	3	21 0	9 3	3	1	3
1,174	July 1, 1890	766	17.40	766	17.19	102,674	140.68	(*)	20 0	9 9			
777	July 1, 1890	601	20.93	602	22.30	-----	-----	(*)	20 0	9 1	2	1	2
92	June 23, 1888	111	61	211	24	74,901	119.65	1	15 0	7 4	2	1	2
191	July 1, 1888	110	75	210	75	11,575	36.98	1	14 2	7 0			
2,982	July 1, 1887	624	25	521	37	76,666	122.47	1	12 4	5 10	1	1	1
2,119	July 1, 1887	122	01	422	96	250,682	133.48	1	20 0	9 4	2	1	2
1,004	July 1, 1889	312	18	212	18	94,307	100.43	2	22 0	9 4	6	1	9
1,450	July 1, 1890	126	40	426	40	-----	-----	1	20 2	9 4			
13,486	July 1, 1888	126	80	423	68	-----	-----	2	15 9	7 6	3	1	
8,446	July 1, 1890	35	21.68	44	26.65	160,646	135.50	3	50 0	9 8	4	2	10 15
521	July 1, 1887	32	11	421	76	254,201	139.29	(*)	35 0	9 5			
13,338	July 1, 1887	13	25.14	14	25.38	27,525	88.26	1	60 0	9 4	5	2	10 11
246	July 1, 1887	10	17.67	9	19.40	41,535	132.70	2	50 0	9 4½	12	1	2
107	July 1, 1887	60	24.57	59	24.41	27,638	88.30	1	14 10	7 6½	1	1	
2,853	July 1, 1889	141	27	144	28.42	28,596	91.36	1	12 2	7 5	1	1	
13,788	July 1, 1889	54	20.59	29	21.51	132,730	106.01	1	35 4	9 5	1	1	1
15,018	July 1, 1889	54	32.30	29	32.30	-----	-----	(*)	12 2	7 5			
1,177	July 1, 1889	85	24	82	25.71	51,125	81.67	1	11 0	7 3	1	1	1
742	July 1, 1889	4	22.97	121	79	-----	-----	1	27 8	8 10	4	2	10 9
1,177	July 1, 1889	73	24.80	72	22.68	25,585	81.74	1	25 8	8 10			
128,217	July 1, 1889	73	21.60	72	23.48	-----	-----	1	15 0	6 8	2	1	2
563	July 1, 1890	82	12.65	81	11.38	48,064	153.56	1	16 4	8 8	1	1	1

¹⁰ North division, Lake Crystal to Elmore, Minn., (44.13 miles).¹¹ Balance of route (\$8.34 miles) covered by Tama and Hawarden, Iowa, R. P. O.¹² South division, Elmore, Minn., to Eagle Grove, Iowa (\$6.35 miles).¹³ Whole car.¹⁴ Balance of route covered by closed pouch service between Lancaster and Groveton Jct., (9.58 miles). (See table C.)¹⁵ 1 clerk detailed as transfer clerk, Manchester, N. H.¹⁶ Covered by St. Albans, Boston R. P. O. (36.30 miles).¹⁷ Covered by St. Albans and Boston R. P. O. (40.62 miles).¹⁸ 12.10 miles covered by Lane and Harria, R. P. O.¹⁹ Cars and clerks shown on route No. 8027.²⁰ 9.00 miles covered by New York and Pittsburgh R. P. O.²¹ Balance of route (79.03 miles) covered by Laramore, N. Dak., and Breckenridge, Minn., R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lansing and Hillsdale, Mich. ¹	9	65.68	Lansing, Jonesville, Mich. (L. S. & M. S.)..	24006	60.96
			Jonesville, Hillsdale, Mich. (L. S. & M. S.)..	21095	(²)
Larabee and Clermont, Pa.	2	22.18	Larabee, Clermont, Pa. (W. N. Y. & P.)....	8091	22.40
Larimore, N. Dak., and Breckenridge, Minn.	10	131.40	Larimore, Everest, N. Dak. (St. P., M. & M.)..	*35006	79.03
			Portland Jct. (n. o.) Ripon, N. Dak. (St. P., M. & M.)..	(part) 35013	41.41
Larned and Jetmore, Kans.	7	46.84	Ripon, N. Dak., Breckenridge, Minn. (St. P., M. & M.)..	*35003	63.41
			Larned, Jetmore, Kans. (A., T. and S. F.)..	(part) 33061	46.84
Laurens and Columbia, S. C.	4	79.20	Laurens, Newberry, S. C. (R. and D. R. R.)..	14012	31.76
Lawrence and Gridley, Kans.	7	83.67	Newberry, Columbia, S. C. (R. and D. R. R.)..	14001	(⁷)
			Lawrence, Ottawa, Kans. (A., T. and S. F.)..	*33004	27.39
			Ottawa, Burlington, Kans. (A., T. and S. F.)..	(part) 33019	47.04
Lawrenceville and Harrison Valley, Pa.	2	32.42	Burlington, Gridley, Kans. (A., T. and S. F.)..	33080	11.32
Leavenworth and Lawrence, Kans.	7	34.95	Lawrenceville, Harrison Valley, Pa. (F. B. C. Co.)..	6189	33.34
Leavenworth and Miltonvale, Kans.	7	166.18	Leavenworth, Lawrence, Kans. (U. P.)....	33002	34.95
Leavenworth and Topeka, Kans.	7	57.68	Leavenworth, Miltonvale, Kans. (U. P.)....	33013	166.18
Leavittsburgh and Dayton, Ohio.	5	224.64	Leavenworth, Meriden Junction (n. o.), Kans. (L., T. and S. W.)..	33038	47.07
Lebanon and Nashville, Tenn.	5	32.04	Meriden Junction (n. o.), Topeka, Kans. (A., T. and S. F.)..	33010	(¹⁰)
Lebanon Junction and Greensburgh, Ky. ¹⁰	5	68.96	Leavittsburgh, Dayton, Ohio (N. Y., L. Erie and West.)..	(part) 21034	224.58
			Lebanon, Nashville, Tenn. (Nash., Chatt. and St. L.)..	(part) 19001	31.52
			Lebanon Junction, Lebanon, Ky. (Louis. and Nash.)..	20007	(¹¹)
			Lebanon, Greensburgh, Ky. (Louis. and Nash.)..	20024	32.27
Leeds and Jamestown, N. Dak.	10	108.44	Leeds, Jamestown, N. Dak. (Jast. and Northern).	35016	108.44
Lenoir, N. C., and Lancaster, S. C.	4	138.25	Lenoir, Hickory, N. C. (R. and D. R. R.)....	18023	20.51
			Hickory, N. C., Chester, S. C. (R. and D. R. R.)..	14007	89.91
Lenox, Jackson, Mich. ¹⁰	9	106.68	Chester, Lancaster, S. C. (R. and D.).....	14013	29.47
			Lenox, Jackson, Mich. (G. T.).....	24033	106.47
Lexington and Yoakum, Tex. ¹¹	11	86.31	Lexington, Yoakum, Tex. (S. A. and A. P.)..	31062	86.31
Lincoln, Nebr., and Concordia, Kans.	6	143.12	Lincoln, Crete, Nebr. (B. and M. R. in Nebr.)..	34002	(¹²)
			Crete, Beatrice, Nebr. (B. and M. R. in Nebr.)..	(part) 34000	30.57
			Beatrice, Odell, Nebr. (B. and M. R. in Nebr.)..	*34016	12.07
			Odell, Nebr., Concordia, Kans. (B. and M. R. in Nebr.)..	(part) 34028	72.29

¹ Runs on route* 21095, Jonesville to Hillsdale, Mich. (4.50 miles).² Shown in report of New York and Chicago R. P. O.³ Clerk runs through to Buffalo as helper in Buffalo and Emporium R. P. O., alternating with Dana and Buff. clerk.⁴ Balance of route (76.19 miles) covered by Langdon and Larimore, N. Dak., R. P. O.⁵ Clerks run on alternate days on routes 35013 and 35006.⁶ Balance of route, Hope to Ripon (29.84 miles), covered by closed pouches. (See Table C*.)⁷ 47 miles shown in Green and Columbia R. P. O.⁸ 97.80 miles of route 33004 between Ottawa and Cherry Vale, Kans., covered by Kansas City, Mo., and Wellington, Kans. R. P. O., and 16.68 miles between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. (See Table C*.)⁹ Double daily service except Sunday.¹⁰ 10.20 miles of route 33010, between Meriden Junction and Topeka, Kans., covered by Atchison and Topeka, Kans., R. P. O.¹¹ Balance of route covered by Salamanca and Youngstown R. P. O. (second division, 164.3 miles).

in the United States on June 30, 1890—Continued.

Average weight of mail wholesale per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
587	July 1, 1888	152	26.42	155	26.66	6	41,116	131.36	1	15	0	9	2	1
114,749	Sept. 30, 1888	152	14.76	155	31	6	13,872	146.88	1	13	6	8	0	1
186	July 1, 1889	122	16.50	109	14.06	6	82,256	131.40	1	22	1	9	4	1
563	July 1, 1890	48	14.91	47	19.84	6			1	15	10	8	10	2
553	July 1, 1890	48	22.99	47	22.99									
854	July 1, 1890	48	23.53	47	23.88									
208	July 1, 1890	367	23.42	368	20.82	6	29,322	93.66	1	11	9	7	3	1
174	July 1, 1888	57	12.3	58	13.9	6	49,420	158.40	1	8	6	6	6	1
908	July 1, 1888	57	21.4	56	21.4	6								
2,906	July 1, 1890	207	12.64	208	11.33	6	52,377	83.67	2	20	0	8	10	2
467	July 1, 1890	207	17.64	208	17.64	6								
96	July 1, 1890	207	16	214	13.58	6								
725	July 1, 1889	120	66	6	21.88	6	20,295	129.66	1	10	10	7	3	1
		320		8	19.58	6	20,295							
290	July 1, 1890	715	22.07	716	22.07	7	25,514	69.90	1	15	6	8	4	1
636	July 1, 1890	701	17.19	702	15.96	6	104,029	110.79	2	15	6	7	6	3
		703		704					1	14	0	7	6	1
218	July 1, 1890	711	16.61	710	16.61	7	42,106	115.36	1	21	4	8	6	1
21,367	July 1, 1890	711	20.40	710	20.40	7								
2,429	July 1, 1888	531	30	4	30.60	6	140,625	112.32	2	25	14	9	6	1
		322	80	12	24	7	7,638							8
630	July 1, 1888	150	21	153	13.80	16	20,057	128.16	1	17	4	7	2	1
		152	13.80	151	21	6	20,067							1
2,362	July 1, 1888	79	15.60	78	16.80	6	31,798	187.90	1	8	0	6	0	1
									1	13	4	9	1	1
373	July 1, 1888	79	13.80	78	13.80	6								
719	July 1, 1890	124	12.23	133	9.75	6	68,083	108.44	2	24	6	9	2	2
836	July 1, 1888	53	17.2	52	16.6	6	86,268	92.16	1	13	10	6	10	3
									1	13	2	7	2	1
336	July 1, 1888	53	18.3	52	19.2	6			1	6	6	7	3	
238	July 1, 1888	53	10.08	52	12.3	6								
		86	17.56	85	14.52	6	66,782	106.68	1	20	0	8	8	2
		24	24.86	25	21.69	6			1	18	0	7	2	1
177	July 1, 1890	32	17.26	31	17.20	6	32,328	172.62	1	12	0	7	0	1
12,509	July 1, 1890	89	37.50	90	34.28	6	89,593	143.12	2	21	0	8	11	2
2,786	July 1, 1890	89	29.97	90	29.86									
5,618	July 1, 1890	89	19.09	90	15									
963	July 1, 1890	89	27	90	27									

¹² 1 car in reserve.¹³ Day line.¹⁴ Night line. R. P. O. service, in apartment cars, placed on night trains 3 and 12 on June 14, 1890.¹⁵ Clerk makes two round trips daily, except Sunday.¹⁶ This line was formerly the Lebanon and Greensburg R. P. O. On December 26, 1889, the run of clerk was extended to Lebanon Junction, Ky., increasing distance 36.93 miles.¹⁷ Covered by Louisville and Knoxville R. P. O., 37.34 miles.¹⁸ In reserve.¹⁹ This line is divided on Pontiac, Mich.²⁰ 1 clerk runs from Lenox to Pontiac and return (70 miles) daily, except Sunday; 1 clerk runs from Pontiac to Jackson, Mich., and return (141 miles) daily, except Sunday.²¹ May 5, 1890, line extended from West Point to Lexington, Tex.; increased distance 36.11 miles.²² Distance (20.10 miles) covered by Omaha and McCook, Nebr., R. P. O.²³ Balance of route (108.18 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.²⁴ Difference in distance (9 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>staples</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lincoln and Crawford, Nebr....	6	418.71	Lincoln, York, Nebr. (R. and M. R. in Nebr.).	1 34008 (part)	51.70
			York, Aurora, Nebr. (Rep. Valley)	2 34011 (part)	22.75
			Aurora, Grand Island, Nebr. (Rep. Valley)	3 34027 (part)	19.96
			Grand Island, Crawford, Nebr. (Gr. Isl. and Wyo. Cen.).	4 34036 (part)	327.22
Lincoln, Nebr., and Manhattan, Kans.	7	123.54	Lincoln, Nebr., Marysville, Kans. (U. P.)..	5 34013	78.48
			Marysville, Manhattan, Kans. (U. P.).....	6 33054	55.64
Linwood and Superior, Nebr....	6	122.61	Linwood, Superior, Nebr. (Fre., Elk. and Mo. Vall.).	7 34056	122.79
Litchfield and Hawleyville, Conn.	1	32.75	Litchfield, Hawleyville, Conn. (Shep., Litch. and North.).	8 5019	32.86
Litchfield and Kampaville, Ill....	6	58.68	Litchfield, Barnett, Ill. (Jack. and So. East.).	9 23046 (part)	(¹)
			Barnett, Kampaville, Ill. (Jack. and So. East.).	10 23060	82.42
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Williamsport, Pa. (Penna.)..	11 8022 (part)	(²)
			Williamsport, Sunbury, Pa. (Penna.).....	12 8006	(³)
			Sunbury, Harrisburg, Pa. (N. C.).....	13 10002 (part)	(⁴)
Lock Haven and Tyrone, Pa....	2	60.46	Lock Haven, Tyrone, Pa. (Penna.).....	14 8028	54.90
			Bellefonte, Milesburgh, Pa. (Penna.)	15 8083 (part)	162.70
Logan and Athens, Ohio ¹	5	26.97	Logan, Athens, Ohio (Col., Hock. Val. and Tol.).	16 21036 (part)	27.07
Logan and Nelsonville, Ohio....	5	82.96	Logan, New Straitsville, Ohio (Col., Hock. Val. and Tol.).	17 21064	12.74
			New Straitsville, Nelsonville, Ohio. (Col., Hock. Val. and Tol.).	18 21077	19.80
Logan and Pomeroy, Ohio	5	82.83	Logan, Pomeroy, Ohio (Col., Hock. Val. and Tol.).	19 21074	(²)
Logansport, Ind., and Columbus, Ohio.	5	198.48	Logansport, Ind., Bradford, Ohio (Chic., St. L. and Pitts.).	20 22017	114.65
			Bradford, Columbus, Ohio (Chic., St. L. and Pitts.).	21 21015 (part)	(²)
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, State Line, Ind. (Chic., St. L. and Pitts.).	22 22014	61.27
			State Line, Ind., Keokuk, Iowa (Tol., Peo. and West.).	23 23027 (part)	222.83
Long Pine, Nebr., and White-wood, S. Dak.	6	333.17	Long Pine, Nebr., Rapid City, S. Dak. (Fre., Elk. and Mo. Val.).	24 34010 (part)	296.63
			Rapid City, Whitewood, S. D. (Fre., Elk. and Mo. Val.).	25 85037	37.27

¹ Balance of route (27.56 miles) covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O., and 58.15 miles covered by Red Oak, Iowa, and Lincoln, Nebr., R. P. O.

² 2 helpers.

³ Balance of route (19.25 miles) covered by Aurora and Arcadia, Nebr., R. P. O.

⁴ Reserve.

⁵ Balance of route, Crawford, Nebr., to New Castle, Wyo. (97.70 miles), covered by closed pouches. (See Table C'.)

⁶ Reserve car.

⁷ Distance (6.50 miles) covered by Peoria and Mount Vernon, Ill., R. P. O.

⁸ 24.50 miles covered by Williamsport and Erie R. P. O.

⁹ Clerks relieve helpers two days in the week.

¹⁰ 3 cars in reserve.

¹¹ Double daily service, except Sunday.

¹² 41.66 miles covered by Elmira and Baltimore R. P. O.

¹³ Cars and clerks shown on route 8022.

¹⁴ 53.20 miles covered by Elmira and Baltimore R. P. O.

¹⁵ This R. P. O. runs in and out of Bellefonte, Pa.

¹⁶ 19.53 miles covered by closed-pouch service. (See Table C'.)

¹⁷ Cars and clerks shown on route 8038.

¹⁸ This line was formerly a part of the Columbus and Athens R. P. O., which was curtailed to begin at Logan, Ohio, on November 21, 1889.

¹⁹ Balance of route (49.68 miles) shown with Columbus and Pomeroy R. P. O.

²⁰ 1 car in reserve.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).				Length.	Width.			
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
1,949	July 1, 1890	41 23.18	42 23.18	6	262, 112	130.57	3	21 0	9 0		6	1	28
1,932	July 1, 1890	41 27.50	42 27.50	.....	.....	.....	41	21 0	8 11				
2,455	July 1, 1890	41 26.67	42 26.67										
1,290	July 1, 1890	41 25.15	42 23.63										
1,180	July 1, 1890	41 26.16	44 23.54	7	97,484	133.54	2	15 2	7 5		2	1	2
840	July 1, 1890	41 27.32	44 25.68	7									
349	July 1, 1890	31 27.11	32 25.24	6	76,754	122.61	2	12 24	7 3		2	1	2
424	July 1, 1889	1 22	4 22.78	6	20,501	65.50	1	6 0	6 4		1	1	1
549	July 1, 1887	44 26	45 26	6	36,734	117.36	1	6 5	6 2		1	1	1
190	July 1, 1887	44 10.40	45 22.29					10 6	6 8		1	1	1
2,948	July 1, 1889	14 25	1 28.84	6	74,262	158.17	10 6	20 0	9 0		2	1	26
		6 30	15 25	6	11 74,262	.....	2				2	1	
13,980	July 1, 1889	14 28.23	1 26.66	6			(13)				(13)	(13)	(13)
		6 28.23	15 33.33	6			(13)				(13)	(13)	(13)
18,730	July 1, 1889	14 28.91	1 30.28	6			(13)				(13)	(13)	(13)
		6 30.28	15 30.87	6			(13)				(13)	(13)	(13)
722	July 1, 1889	55 25.71	50 21.17	6	37,848	120.92	1	15 1	9 1		1	1	1
84	July 1, 1889	55 18	50 14.40	6			(17)				(17)	(17)	(17)
1,469	July 1, 1888	30 27	33 27.66	6	10,249	107.88	20 2	16 6	9 6		1	1	1
		28 28.20	37 27	21 6	10,248								
222	July 1, 1888	14 25.20	11 25.20	21 6	25,775	131.84	1	8 6	7 0		1	1	1
		12 25.20	13 25.20	22 6									
137	July 1, 1888	14 24	11 24	6									
		12 24	13 24	6									
1,112	July 1, 1888	4 20.40	3 22.80	6	20,376								
2,020	July 1, 1889	12 30	21 34.86	6	124,249	132.32	2	19 0	8 10		3	1	23
69,420	July 1, 1889	12 21	21 32.40	6									
1,139	July 1, 1888	303 28.15	320 30.50	6	107,371	114.34	23	32	6 10		23	2	29
1,607	July 1, 1889	5 26.12	4 27.75	6	69,709	111.50	1	28 5	7 0		20 2	1	
		3 22.54	2 24.67	7	243,214	133.27	3	24 0	9 3		5	1	5
4,336	July 1, 1890	3 24.67	4 21.93										
1,872	July 1, 1890	3 29.75	4 26.12	.....	.....	.....	41	20 0	9 24				

²¹ Clerks make two round trips daily, except Sunday.²² Clerk makes two round trips daily, except Sunday. Previous to April 1, 1890, only one round trip daily, except Sunday. Commencing on that date R. P. O. service, in apartment cars, was placed on trains 12 and 13.²³ Commencing November 21, 1889, this line was extended to begin at Columbus, Ohio, increasing distance 49.60 miles and taking up that portion of Columbus and Athens R. P. O. between Logan and Columbus, Ohio. (See Columbus, and Pomeroy R. P. O.)²⁴ Clerks run as helpers in car of Pittsburgh and St. Louis R. P. O., train 1, between Columbus and Bradford, Ohio.²⁵ Covered by Pittsburgh and St. Louis R. P. O., 83.40 miles.²⁶ 1 of these cars in reserve.²⁷ East Division, Logansport, Ind., to Peoria, Ill., 171.53 miles.²⁸ 1 clerk detailed to transfer duty at Peoria, Ill.²⁹ Balance of route, Keokuk, Iowa, to Warsaw, Ill. (6.37 miles), covered by closed pouches. (See Table C.)³⁰ West Division, Peoria, Ill., to Keokuk, Iowa, 111.50 miles.³¹ Balance of route (213.60 miles) covered by Missouri Valley, Iowa and Long Pine, Nebr., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Los Angeles and National City, Cal.	8	134.08	Los Angeles, Orange, Cal. (Southern California Rwy. Co.).	46063	31.82
			Orange, Los Angeles Junction, Cal. (Southern California Rwy. Co.).	46055 (part)	51.60
			Los Angeles Junction, National City, Cal. (Southern California Rwy. Co.).	46037 (part)	748.90
Los Angeles and Santa Barbara, Cal. ¹	8	114.22	Saugus Sta. (n. o.), Santa Barbara, Cal. (Southern Pacific Co.).	46051 (part)	80.90
			Los Angeles, Saugus Sta. (n. o.), Cal. (Southern Pacific Co.).	46014 (part)	(⁴)
Los Angeles and Tustin City, Cal.	8	51.15	Los Angeles, Conrad Sta. (n. o.), Cal. (Southern Pacific Co.).	46217 (part)	27.30
			Studebaker (n. o.), Whitten, Cal. (Southern Pacific Co.).	46068 (part)	6.69
			Conrad Sta. (n. o.), Tustin City, Cal. (Southern Pacific Co.).	46067	11.05
Louisville and Bloomfield, Ky.	5	58.37	Louisville, Anchorage, Ky. (Louis. and Nash.).	20004 (part)	(⁶)
			Anchorage, Shelbyville, Ky. (Louis. and Nash.).	20012	19.44
			Shelbyville, Bloomfield, Ky. (Louis. and Nash.).	20026	27.72
Louisville and Burgin, Ky.....	5	90.28	Louisville, Lawrenceburgh, Ky. (Louis. South.).	20039 (part)	62.80
			Lawrenceburgh, Harrodsburgh, Ky. (Louis. South.).	20043	22.30
			Harrodsburgh, Harrodsburgh Junc. (n. o.), Ky. (Louis. South.).	20021	5.82
Louisville and Henderson, Ky.	5	143.91	Louisville, Henderson, Ky. (Louis., St. L. and Tex.).	50040	142.51
Louisville, Ky., Huntingburgh, Ind., and Evansville, Ind.	5	124.26	Louisville, Ky., Huntingburgh, Ind. (Louis., Evans. and St. L. Consol. R. R. Co.).	22048 (part)	(¹⁰)
			Huntingburgh, Evansville, Ind. (Louis., Evans. and St. L. Consol. R. R. Co.).	22032 (part)	47.39
Louisville, Ky., and Knoxville, Tenn.	5	208.02	Louisville, Lebanon Junction, Ky. (Louis. and Nash.).	20005 (part)	(¹²)
			Lebanon Junction, Ky., Jellico, Tenn. (Louis. and Nash.).	20007	171.44
			Jellico, Knoxville, Tenn. (East Tenn., Va. and Ga.).	19008	65.51
Louisville, Ky., and Memphis, Tenn. ¹⁶	5	393.28	Louisville, Ky., Memphis, Tenn. (Newport News and Miss. Val. Co.).	20009	392
Louisville, Ky., and St. Louis, Mo. ¹⁹	5	269.05	Louisville, Ky., Oakland City, Ind. (Louis., Evans. and St. L. Consol. R. R. Co.).	22048 (part)	99.29
			Oakland City, Ind., Mt. Vernon, Ill. (Louis., Evans. and St. L. Consol. R. R. Co.).	22023	88.63
			Mt. Vernon, East St. Louis, Ill. (Louis. and Nash.).	23032 (part)	(²¹)
Louisville and Springfield, Ky.	5	60.77	Louisville, Bardstown Junction, Ky. (Louis. and Nash.).	20006 (part)	(²²)
			Bardstown Junction, Springfield, Ky. (Louis. and Nash.).	20006	36.74

¹ Balance of route 46055 covered by San Bernardino and Orange R. P. O.² Balance of Route 46037 covered by Albuquerque and Los Angeles and San Bernardino and Escondido R. P. O.³ Additional to San Francisco and Los Angeles between Saugus Junction and Los Angeles.⁴ Route 46014 covered by El Paso, Tex., and Los Angeles, Cal., and San Francisco and Los Angeles R. P. O.⁵ Balance of route 46017 closed-pouch service (see Table C) Conrad Station and Santa Ana.⁶ Covered by Cincinnati and Nashville R. P. O. (12.00 miles).⁷ Balance of route (Lawrenceburgh to Lexington,

Ky., 24.69 miles) covered by closed-pouch service (see Table C).

⁸ Previous to December 8, 1889, trains made six round trips per week.⁹ 2 cars in reserve.¹⁰ Covered by Louisville and St. Louis, R. P. O. (74.90 miles.)¹¹ Clerks act as helpers to Louisville and St. Louis, R. P. O. west bound, between Louisville, Ky., and Huntingburgh, Ind.¹² Balance of route (Jasper to Huntingburgh, Ind., (6.97 miles) covered by closed-pouch service. (See table C.)¹³ Covered by Cincinnati and Nashville R. P. O., (29.70 miles.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	A's speed (miles).	Train No. inward.	A's speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
3,044	July 1, 1890	71	30.30	73	28.92	7	97,878	184.08	2	23 0	9 1	2	1	3
2,273	July 1, 1890	35	34.30	72	34.30									
3,166	July 1, 1890	25	23.38	72	22.63									
1,331	July 1, 1890	41	25.92	44	24.51	7	83,381	114.22	2	15 0	10 0	2	1	2
4,737	July 1, 1890	27	25.62	30	24.14									
334	July 1, 1890	27	27.66	28	27.66	7	37,340	102.30	1	8 4	6 11	1	1	1
88	July 1, 1890	27	19.92	28	21.32									
144	July 1, 1890	27	20	28	21.32	6								
22,829	July 1, 1888	8	20.40	9	18	6	38,540	116.74	1	10 4	7 4	1	1	1
468	July 1, 1888	8	12	9	10.80	6								
220	July 1, 1888	8	13.80	9	10.80	6								
828	Feb. 10, 1890	3	23.40	4	22.80	7	61,932	90.28	2	14 6	8 8	2	1	2
773	Feb. 10, 1890	3	25.80	4	25.80	7								
.....	.....	3	27	4	23.40	7								
681	Jan. 7, 1889	51	22.80	52	22.80	6	90,088	143.91	*4	14 8	9 0	2	1	2
1,567	July 1, 1888	35	25.20	6	21.60	6	77,780	124.25	3	10 6	7 5	2	1	2
717	July 1, 1888	35	24.60	6	25.80	6								
18,913	July 1, 1888	1423	25.20	24	25.20	7	147,701	134.38	2	18 5	9 0	3	1	7
2,362	July 1, 1888	1425	27.60	26	20.70	7	195,658	.....	2	15 0	9 4	4	1	
1,039	July 1, 1888	23	21	24	24	7								
		25	22.80	26	27	7								
		25	24	26	22.80	7								
1,824	July 1, 1888	177	25.20	2	24.60	7	71,577	124.15	7	15 3	9 0	10	1	10
		1821	24.60	8	28.43	7	168,038	.....	3	14 9	9 0			
1,567	July 1, 1888	1	23.40	2	24.60	7	198,406	134.52	*4	14 0	9 6	4	1	4
858	July 1, 1888	1	26.40	2	27.60	7								
717	July 1, 1888	1	24	2	25.43	7								
18,913	July 1, 1888	41	19.80	42	19.80	6	38,042	121.54	1	16 6	8 4	1	1	1
354	July 1, 1888	41	18.60	42	19.20	6								

¹⁴ Day line. Clerks on day line run on trains 23 and 24, between Louisville, Ky., and Jellico, Tenn., (202.33 miles.)

¹⁵ Night line. Clerks on night line run on trains 25 and 26, over whole line, thus making double daily service between Louisville, Ky. and Jellico, Tenn.

¹⁶ This line was formerly Louisville and Paducah R. P. O. On April 1, 1890, the run of clerks was extended to end at Memphis, Tenn., taking up and discontinuing the Paducah and Memphis R. P. O., and increasing distance 167.34 miles.

¹⁷ On April 1, 1890, service was placed on night trains, in apartment cars, between Louisville and Paducah, Ky., making through serv-

ice between Louisville, Ky., and Memphis, Tenn.

¹⁸ Service on day train is between Louisville and aduch. Ky., only, distance 227.45 miles.

¹⁹ Louisville, Huntingburgh and Evansville R. P. O. clerks act as helpers to this R. P. O. between Louisville, Ky., and Huntingburgh, Ind. (distance 74.90 miles) on train 1.

²⁰ Clerks act as helpers to Nashville and St. Louis R. P. O. day line, on west trips, Mt. Vernon, Ill., to St. Louis, Mo., and on east trips, St. Louis, Mo., to Bellville, Ill.

²¹ Covered by Nashville and St. Louis R. P. O. 76.29 miles.

²² Covered by Cincinnati and Nashville R. P. O. (22.10 miles).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Loup City and Grand Island, Nebr.	6	61.20	Loup City, St. Paul, Nebr. (Om. and Rep. Vail.)	34033	39.59
Lowell and Ayer, Mass.	1	16.98	St. Paul, Grand Island, Nebr. (Om. and Rep. Vail.)	34015 (part)	(¹)
Lowell, Mass., and Providence, R. I. ²	1	71.46	Lowell, Ayer, Mass. (B., Me., Low. Sya.)	3020	16.56
Lowell and Taunton, Mass. ³	1	62.01	Lowell, South Frammingham, Mass. (Old Col., Northern Div.)	3049	29.44
Ludington, Mich., and Toledo, Ohio. ¹¹	9	278.59	South Frammingham, Mansfield, Mass. (Old Col., Northern Div.)	48051 (part)	21.29
Lula and Athens, Ga.	4	88.59	Mansfield, Mass., Providence, R. I. (Old Col., Prov. Div.)	3035 (part)	(⁶)
Lynchburgh, Va., and Bristol, Tenn.	3	204.48	Lowell, South Frammingham, Mass. (Old Col., Northern Div.)	3049	(⁷)
Lynchburgh and Pocahontas, Va.	3	171.95	South Frammingham, Taunton, Mass. (Old Col., Northern Div.)	103051 (part)	10.93
Lynchburgh and South Boston, Va.	3	62.42	Ludington, Monroe, Mich. (F. and P. M.)	24015	254.41
Lyle, Minn., and Waterloo, Iowa	6	81.91	Monroe, Mich., Toledo, Ohio (L. S. and M. S.)	24001 (part)	(¹²)
Lyons, N. Y., and Sayre, Pa.	2	92.23	Lula, Athens, Ga. (R. and D. R. R.)	15025	39.58
McCook, Nebr., and Denver, Colo.	6	255.53	Lynchburgh, Va., Bristol Tenn. (Norfolk and Western)	11013	205.85
McCool Junction and Fairbury, Nebr.	6	50.61	Lynchburgh, Radford, Va. (Norfolk and Western)	11013 (part)	(¹⁷)
McGregor, Iowa, and Chamberlain, S. Dak.	6	442.50	Radford, Pocahontas, Va. (Norfolk and Western)	11033	74.97
McLeansborough and Shawneetown, Ill.	6	41.22	Lynchburgh, South Boston, Va. (Lynch. and Durham)	11044	62.46
McPherson and El Dorado, Kans.	7	62.17	Lyle, Minn., Waterloo, Iowa. (Illa. Central)	27023	32.12
Mackinaw City and Detroit, Mich.	9	291.23	Lyons, N. Y., Sayre, Pa. (L. V.)	6073	92.16
			McCook, Nebr., Denver, Colo. (B. and M. R. in Nebr.)	2034009 (part)	255.46
			McCool Jct., Fairbury, Nebr. (K. City and Om.)	34054 (part)	50.63
			McGregor, Calmar, Iowa (Chi., Mil. and St. P.)	2126009 (part)	43.21
			Calmar, Iowa, Marion, S. Dak. (Chi., Mil. and St. P.)	27025 (part)	337.64
			Marion, Chamberlain, S. Dak. (Chi., Mil. and St. P.)	35002	111.65
			McLeansborough, Shawneetown, Ill. (Louis. and Nash.)	23078	41.22
			McPherson, El Dorado, Kans. (Ft. S., W. and W.)	33046	62.17
			Mackinaw City, Detroit, Mich. (Mich. Cent.)	24013	291.29

¹ Distance (21.60 miles) covered by Ord and Grand Island, Nebr., R. P. O.² Extension of Lowell and Taunton R. P. O. from March 26, 1890.³ clerk on Lowell and Taunton R. P. O.⁴ Balance of route covered by Boston, Clinton, and Fitchburg R. P. O. (40.47 miles), Lowell and Taunton R. P. O. (10.93 miles), and closed-pouch service between Taunton and New Bedford (19.47 miles). (See Table C.)⁵ Covered by Boston, Providence, and New York R. P. O. (45 miles).⁶ Balance of route covered by Boston, Providence, and New York R. P. O. (24.53 miles).⁷ Shown in the Lowell and Providence R. P. O.⁸ Covered by Lowell and Providence R. P. O. (20.44 miles).⁹ Shown in column 17, Lowell and Providence R. P. O.¹⁰ Balance of route covered by Lowell and Providence R. P. O. (between South Frammingham and Mansfield, 21.29 miles), Boston, Clinton, and Fitchburg R. P. O. (40.47 miles), and closed-pouch service between Taunton and New Bedford (19.47 miles). (See Table C.)¹¹ Runs over route 24001, Monroe, Mich., to Toledo, Ohio (24.50 miles). In connection with Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.'s; gives double service between Manistee Junction and Wayne, Mich. (210.60 miles) daily, except Sunday.¹² Shown in report of Detroit and Toledo R. P. O. night line.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
839	July 1, 1890	84 26	83 24.63	6	38,311	122.40	1	17 3	6 10	1	1	1
951	July 1, 1890	82 27	81 28.80									
444	July 1, 1890	403 25.47	406 20.37	6	10,629	67.93	1	14 0	7 0	1	1	1
2,289	July 1, 1890	409 22.63	410 25.47	6	10,629							
	July 1, 1890	967 30.60	472 28.11	6	40,386	142.92	1	17 0	8 10	1	1	2
1,611	July 1, 1890	967 22.80	472 21.29									
11,983	July 1, 1890	967 34.32	472 23.34									
2,289	July 1, 1890	243 30.60	22 25.46	6	38,618	124.02	1	21 0	8 10	1	1	(*)
1,611	July 1, 1890	243 26.15	22 30.72				1	20 0	8 10			
2,941	July 1, 1890	3 25.12	4 25	6	174,897	139.29	2	22 0	8 11	4	1	19
4,869	July 1, 1890	109 29.40	110 29.40	6								
658	July 1, 1890	50 21.3	53 31.3	6	24,227	77.16	1 ¹	11 3	7 0	1	1	1
8,423	July 1, 1890	3 26.66	16 27.12	7	149,276	102.24	1 ¹	9 8	8 7			
8,423	July 1, 1890	1 29.14	2 28.20	7	149,270		1 ¹	40 0	8 10	4	2	14
	July 1, 1890	15 26.31	4 29.09	6	107,641	114.63	1	40 0	8 10	4	1	
							1	22 10	8 8	8	1	3
1,259	July 1, 1890	21 29.14	22 22.49				1	22 6	8 8			
338	Apr. 1, 1890	2 21.53	3 20.33	6	39,075	124.82	1 ¹	19 6	8 9	1	1	1
1,194	July 1, 1887	15 24.60	16 25.23	6	51,275	163.82	1	30 4	9 0	1	1	1
1,118	July 1, 1890	109 26.28	102 27.60	6	57,780	92.22	1 ¹	15 8 ¹	8 8 ¹	2	1	2
5,967	July 1, 1890	3 30.80	4 30.91	7	196,537	170.35	2	14 0	9 0	2	1	3
190	July 1, 1890	6 25.31	5 19.35	6	31,682	101.22	1	12 2	7 6	1	1	1
2,720	July 1, 1887	3 16.64	2 18.43	6	152,612	121.89	2	26 3	9 3	2 ¹	2	18
3,492	July 1, 1887	1 20.23	4 21.50	6	153,612	121.89	1	20 10	9 1	2 ¹	4	1
2,638	July 1, 1890	3 24.63	2 24.79				1	20 9	8 9			
		1 25.96	4 27.32	6	124,392	132.47	2	26 2	9 3	2 ¹	2	
		1 18.50	4 17.62									
173	July 1, 1887	81 14.06	80 10.93	6	25,604	82.44	1	8 1	6 4	1	1	1
252	July 1, 1890	468 13.82	467 15.54	7	45,384	124.34	1	16 4	6 10	1	1	1
3,549	July 1, 1890	{ 92 } 24 { 91 } 23.35		6	182,310	124.47	1	16 8	8 10			
		{ 206 } { 201 }										
		{ 94 } 21.88 { 93 } 23.20		7	212,598	145.61	1	17 0	8 9	8	1	1
		{ 202 } { 205 }					1	18 11	9 2			
							1	25 0	8 8			

¹² 2 clerks detailed to the Bay City, Wayne, and Detroit R. P. O.; 3 clerks detailed to the Manistee and East Saginaw R. P. O.; 1 of these clerks alternates between the Manistee and East Saginaw and East Saginaw and Howard City R. P. O's.

¹¹ 1 reserve car.

¹³ These cars in use between Lynchburgh, Va., and Chattanooga, Tenn.

¹² 2 transfer clerks at Lynchburgh, Va.

¹⁷ 96.50 miles covered by the Lynchburgh and Bristol R. P. O.

¹¹ 1 in reserve.

¹⁰ 1 car in reserve.

²⁰ Balance of route (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.

²¹ Balance of route (169 miles) covered by St. Paul, Minn., and Calmar, Iowa, R. P. O.

²² East division, day line, McGregor to Sanborn, Iowa (243.79 miles.)

²³ East division, night line.

²⁴ Balance of route (62.42 miles) covered by Marion and Running Water, S. Dak., R. P. O.

²⁵ West division, Sanborn, Iowa, to Chamberlain, S. Dak. (198.71 miles).

²⁶ Double service whole length of line daily, except Sunday.

²⁷ Trains 34 and 202 and 93 and 205 perform daily service.

²⁸ 2 clerks assigned as helpers, running each alternate week between Detroit and Bay City, Mich. (108 miles), on trains 202 and 205.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Mackinaw City and Grand Rapids, Mich. ¹	9	226.30	Mackinaw City, Grand Rapids, Mich. (G. R. and I.)	*24018 (part)	128.58
Mackinaw City and Houghton, Mich.	10	*252.65	Point St. Ignace, Marquette, Mich. (D., So., S. and A.).	24051	151
			Marquette, Houghton, Mich. (D., So., S. and A.).	24040	94.73
Macon, Ga., and Birmingham, Ala.	4	258.13	Macon, Columbus, Ga., Southwestern R. R.	15011	100.48
			Columbus, Ga., Opelika, Ala., Sav. and West. R. R.	17007	29.58
			Opelika, Ala., Birmingham, Ala., Sav. and West. R. R.	17016	128.73
Macon, Ga., and Palatka, Fla. . . .	4	288.74	Macon, Ga., Palatka, Fla., G. S. and F. R. R.	15058	288.74
Macon, Ga., and Savannah, Ga.	4	191.43	Macon, Savannah, Ga., Cent. R. R.	15010	191
Madison and Benedict, Kans. . . .	7	45.65	Madison, Benedict, Kans. (A., T. and S. F.).	33069	45.65
Madison, Wis., and Freeport, Ill.	10	63.16	Madison, Wis., Freeport, Ill. (Ill. Cent.) . .	23103	63.16
Manchester and Barnard, Kans. ¹²	7	43.23	Manchester, Barnard, Kans. (A., T. and S. F.).	33077 (part)	*43.18
Manchester, N. H., Lawrence and Boston, Mass.	1	53.85	Manchester, N. H., Lawrence, Mass., (B. and Me., Man. and Law. Div.).	3063	24.04
			Lawrence, Boston, Mass. (B. and Me., West'n Div.).	¹⁴ 3011 (part)	(¹⁵)
Manchester and Peterboro', N. H.	1	63.37	Manchester, Concord, N. H., (Con. Mont.)	¹⁶ 1001 (part)	(¹⁷)
			Concord, Contoocook, N. H. (Bos. and Me. Low. Sys.).	¹⁸ 1009 (part)	(¹⁹)
			Contoocook, Peterboro', N. H. (Bos. and Me. Law. Sys.).	1010	32.72
Manhattan and Burlingame, Kans.	7	57.27	Manhattan, Burlingame, Kans. (M. A. and B.).	33034	57.27
Manistee and East Saginaw, Mich. ²⁰	9	148.13	Manistee, Manistee Junction, Mich. (F. and P. M.).	24045	27.12
			Manistee Junction, East Saginaw, Mich. (F. and P. M.).	24015 (part)	(²¹)
Mankato and Wells, Minn.	10	38.26	Mankato, Wells, Minn. (C., M. and St. P.).	23024	38.30
Maquoketa and Davenport, Iowa	6	43.85	Maquoketa, Davenport, Iowa (Chi., Mil. and St. P.).	27018	43.97
Marble Falls, and Austin, Tex. ²² 11	11	77.65	Marble Falls, Burnet, Tex. (A. and N. W.).	31072	13.93
			Burnet, Austin, Tex. (A. and N. W.).	31038	60.72
Marietta and Amesville, Ohio ²³ 5	5	44.99	Marietta, Stewart, Ohio (Tol. and Ohio Cen. Extension).	21096	29.90
			Stewart's Junction (n. o.), Sharpsburgh, Ohio (Tol. and Ohio Cen. Extension).	21064	8.90
			Sharpsburgh Junction (n. o.), Amesville, Ohio (Tol. and Ohio Cen. Extension).	21035	1.64

¹ In connection with the Cadillac and Fort Wayne, and Grand Rapids and Cincinnati R. P. O.'s; gives double service between Cadillac, Mich., and Fort Wayne, Ind. (239.98 miles), daily, except Sunday.

² Balance of route (239.98 miles) covered by the Cadillac and Fort Wayne R. P. O.

³ 2 cars held in reserve.

⁴ 1 clerk assigned as chief clerk at Grand Rapids, Mich.; 2 clerks assigned as transfer clerks at Grand Rapids, Mich.; 4 clerks assigned to the Cadillac and Fort Wayne R. P. O.

⁵ Distance from Mackinaw City to Point St. Ignace, Mich. (6.92 miles), covered by star route 24092.

⁶ In reserve.

⁷ 1 reserve car.

⁸ 2 reserve cars.

⁹ 4 reserve cars.

¹⁰ 1 transfer clerk, Macon, Ga.

¹¹ 1 in reserve.

¹² Reported last year as Keystone and Barnard Kans. R. P. O. Name Keystone changed to Manchester.

¹³ 76.40 miles of route 33077 between Manchester and Strong, Kans., covered by Superior, Nebr., and Strong, Kans. R. P. O. and 12.60 miles of same, between Strong and Bazaar, Kans., covered by closed-pouch service. (See Table C.)

¹⁴ Balance of route covered by Portland and Boston R. P. O. (89.33 miles). These clerks double the road between Manchester, N. H., and Lawrence, Mass.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are small apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
2,542	July 1, 1888	6	23.81	1	23.48	6	141,664	113.15	24	22	8 10	4	1	411
829	July 1, 1888	1	25.21	2	25.56	7	184,434	126.37	4	25 0	9 0	4	1	4
			120.31	2	19.59				2	12 0	7 2			
599	July 1, 1888	3	25	4	25	7	188,434	129.06	1	24 2	9 0	4	1	4
		3	26.5	4	26.5	7			1	22 9	9 0			
426	July 1, 1889	3	22.2	4	19	7			1	26 4	9 0			
234	Apr. 1, 1889	1	24.3	2	26.5	7	210,780	144.37	24	16 0	7 0	4	1	4
3,064	July 1, 1888	2	27.6	1	28.6	6	140,459	128.27	26	25 0	9 0	3	1	105
166	July 1, 1890	(179) 274	14.43	(180) 273	14.72	6	28,576	91.30	112	6 1	7 2	1	1	1
716	July 1, 1889	31	24.64	30	24.40	6	39,538	126.32	1	15 1	7 8	1	1	1
550	July 1, 1890	321	23.58	322	23.58	7	31,558	96.46	1	11 9	7 8	1	1	1
1,219	July 1, 1889	256	24.75	7	24.75	6	33,710	80.37	2	10 0	6 11	2	1	2
7,761	July 1, 1889	252	24.75	253	25.15	6	10,601							
		256	25.30	7	26.12									
13,788	July 1, 1889	12	27	75	28.41	6	39,669	126.74	1	10 0	6 6	1	1	1
1,083	July 1, 1889	12	20.40	75	18.94									
619	July 1, 1889	12	15.09	75	19.51									
264	July 1, 1890	154	16.37	153	16.76	6	35,861	114.54	1	9 11½	6 4½	1	1	1
1,002	July 1, 1888	705	24.42	706	24.42	6								
2,941	July 1, 1888	5	24.06	6	22.23	6	92,729	98.75	2	22 0	8 11	3	1	(23)
254	July 1, 1887	24	21.76	21	21.76	6	23,951	76.52	1	18 9	7 1	1	1	1
291	July 1, 1887	158	22.98	157	22.06	6	27,460	87.70	1	14 10	7 6	1	1	1
364	July 1, 1890	1	17.25	2	18.26	6	78,608	155.30	1	14 7	7 10	1	1	1
716	July 1, 1890								241	11 10	7 10			
									241	14 0	7 4			
177	July 1, 1888	4	18	1	17.40	6	22,958	89.98	1	8 4	7 4	1	1	1
		4	18	1	8.40	6			21	5 11	5 5			
		4	2	1	3.60	6								

¹⁸ Covered by Portland and Boston R. P. O. (27 miles).¹⁹ Balance of route covered by St. Albans and Boston R. P. O. (18.04 miles).¹⁷ Covered by St. Albans and Boston R. P. O. (18.26 miles).¹⁶ Balance of route covered by Claremont and Boston R. P. O. (42.93 miles), and closed pouch service between Claremont and Claremont Junction (2.02 miles). (See Table C.)¹⁵ Covered by Claremont and Boston R. P. O. (11.97 miles).²⁰ Runs on route 24015, Manistee Junction to East Saginaw, Mich. (120.40 miles), and in connection with Bay City, Wayne, and Detroit, and Ludington and Toledo R. P. O.'s gives double

service between Manistee Junction and Wayne, Mich. (210.60 miles) daily, except Sunday.

²¹ Shown in report of Ludington and Toledo R. P. O.²² Clerks appointed to the Ludington and Toledo R. P. O.²³ December 3, 1889. Service extended from Burnett to Marble Falls, Tex.; increased distance 16.93 miles.²⁴ Reserve.²⁵ This line was formerly the Marietta and Sharpsburgh R. P. O. On April 29, 1890, the run of clerks was extended to end at Ameeville, Ohio, increasing distance 10 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast) with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Marion, Ohio, and Chicago, Ill.	5	270.15	Marion, Ohio, Chicago Junction (n. o.), Ind. (Chicago and Atlantic).	¹ 21090 (part)	250.70
Marion and Council Bluffs, Iowa.	6	261.90	Marion, Council Bluffs, Iowa (Chi., Mil. and St. P.).	² 27028 (part)	262.47
Marion and Running Water, S. Dak.	10	62.72	Marion, Running Water, S. Dak. (C., M. and St. P.).	² 7025 (part)	62.42
Marion and Sioux City, Iowa.	6	290.16	Marion, Manilla, Iowa (Chi., Mil. and St. P.).	27028 (part)	(³)
			Manilla, Sioux City, Iowa (Chi., Mil. and St. P.).	27098 (part)	90.70
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Iowa Central).	27079	39.14
Mason City and Fort Dodge, Iowa.	6	73.05	Mason City, Fort Dodge, Iowa (M. City and Ft. Dodge).	27097	73.05
Maysville, Paris, Ky., and Cincinnati, Ohio.	5	130.45	Maysville, Paris, Ky. (Ky. Cen.).	20015	50.47
			Paris, Ky., Cincinnati, Ohio (Ky. Cen.).	20002 (part)	(⁴)
Meadville and Oil City, Pa.	2	36.47	Meadville, Oil City, Pa. (N. Y. P. and O.).	8043	36.45
Memphis, Tenn., and Bald Knob, Ark.	11	93.71	Memphis, Tenn., Bald Knob, Ark. (St. L., I. M. and S.).	29023	93.71
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Ill. Cent.).	18002	100.37
Memphis, Tenn., and Little Rock, Ark.	11	136	Memphis, Tenn., Little Rock, Ark. (M. and L. R.).	29001	135
Memphis, Tenn., and New Orleans, La.	4	.....	Memphis, Tenn., New Orleans, La.	18019	455.00
Northern Divi. ⁵		221.46			
South Division		235.06			
Short run. ¹¹		88.80			
Memphis, Tenn., and Rolling Fork, Miss.	4	190	Memphis, Tenn., Coahoma, Miss. (Louis., N. O. and Tex. Rwy.).	18019	(¹²)
			Coahoma, Lamont, Miss. (Louis., N. O. and Tex. Rwy.).	18025	75.70
			Lamont, Miss., Wilcozinski Junct. (Louis., N. O. and Tex. R. Rwy.).	18020	(¹²)
			Wilcozinski Junct., Rolling Fork, Miss. (Louis., N. O. and Tex. Rwy.).	18022	44.41
Mendota and Centralia, Ill.	6	211.99	Mendota, Centralia, Ill. (Ill. Central).	¹⁴ 23021 (part)	211.48
Mendota and Fulton, Ill.	6	65.26	Mendota, Fulton, Ill. (Chi., Bur. and Qcy.).	23013	64.82
Meridian and New Orleans, La.	4	196.30	Meridian, Miss., New Orleans, La. (N. O. and Northeastern R. R.).	18016	196.20
Meridian, Miss., and Shreveport, La.	4	312.56	Meridian, Vicksburg, Miss. (Ala. and Vicks. Rwy.).	18008	140.70
			Vicksburg, Miss., Shreveport, La. (Vicks. S. and P. R. R.).	30008	172.66
Mexico and Cedar City, Mo.	7	50.34	Mexico, Cedar City, Mo. (C. and A.).	28021	50.34
Michigan City and Indianapolis, Ind.	5	161.18	Michigan City, Indianapolis, Ind. (Lake Erie and West.).	22004	161.77
Michigan City and Monon, Ind.	5	59.82	Michigan City, Monon, Ind. (Louis., N. Alb. and Chic.).	¹⁵ 22038 (part)	59.67
Middleton, Tenn., and Pontotoc, Miss.	4	62.68	Middleton, Tenn., Pontotoc, Miss. (Gulf and Chicago R. R.).	18008	62.68
Middletown and New York, N. Y.	2	89.78	Middletown, N. Y., Jersey City, N. J. (N. Y., S. and W.).	7037	89.50

¹ Balance of route (20.70 miles) not paid for by Department.² In reserve.³ Balance of route (89.90 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.⁴ Balance of route (287.64 miles) covered by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.⁵ Distance (199.40 miles) covered by Marion and Council Bluffs Iowa, R. P. O.⁶ Covered by Cincinnati and Livingston R. P. O. (89.75 miles).⁷ Reserve.⁸ Double daily service.⁹ Line divided at Vicksburg.¹⁰ Detailed assistant-chief clerk, New Orleans, La.; 1 transfer clerk, Vicksburg, Miss.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
783	July 1, 1888	128.20	228.40	6	169,114	135.07	1	20 0	9 0	4	1	4		
2,249	July 1, 1887	723.82	222.79	6	163,949	130.95	1	21 10	9 0	4	1	4		
3,402	July 1, 1887	4115.60	4014.68	6	39,262	125.44	1	18 6	9 0	1	1	1		
2,249	July 1, 1887	133.17	432.39	7	181,640	145.08	2	26 0	9 3	4	1	4		
1,727	Oct. 10, 1887	128.42	430.23											
105	July 1, 1887	3514.62	36 7.80	6	24,758	79.10	1	7 0	7 0	1	1	1		
276	June 20, 1888	125.08	225.63	6	45,729	146.10	1	11 6	7 1	1	1	1		
805	July 1, 1888	1021.60	1121.60	6	81,662	190.45	1	12 6	9 5	2	1	2		
2,694	July 1, 1888	1028.20	1126.40	6			1	12 3	8 10					
608	July 1, 1889	9325.41	9425.41	6	23,830	73.24	1	15 0	7 3	1	1	1		
790	July 1, 1890	65323.40	65221.62	7	68,408	187.42	1	25 7	10 8	1	1	1		
1,302	July 1, 1888	125	225	7	148,336	135.46	1	17 10	9 5	3	1	3		
3,805	July 1, 1890	322.30	423.56	7	198,560	186	1	18 8	9 3	2	1	2		
		122.98	220.92	7	198,560	186	1	16 0	9 2	2	1	4		
		322.05	(*)421.73	7	198,560	186	2	12 0	7 8	2	1			
1,633	July 1, 1888						2	22 8	8 9	2	1			
							1	15 2	7 2					
		724.90	823.60	7	161,665	110.78	6	15 5	9 0	4	1	11		
		323.60	423.30	7	171,593	117.50				4	1	(10)		
		525	625	6	55,766	177.60	2	5 9	7 1	1	1			
1,633	July 1, 1888	5123.06	5221.8	7	138,700	126.66	2	8 4	6 1	3	1	3		
237	Apr. 8, 1889	5118.60	5218.6	7										
802	July 1, 1888	5125.04	5225.4	7										
231	July 1, 1888	5120.7	5220	7										
4,579	July 1, 1887	320.58	228.18	6	132,706	105.99	2	41 4	9 0	4	2	1011		
435	July 1, 1887	1124	621.34	6	40,853	130.52	1	8 0	6 6	1	1	1		
1,593	July 1, 1888	131.3	630	7	143,290	130.83	1	41 0	9 0	3	1	4		
2,207	July 1, 1888	126.6	221.3	7	228,168	125.02	2	50 0	9 0	5	1	(10)		
2,681	July 1, 1890	119.4	219.7	7			17	42 2	9 4	5	1	8		
							1	40 3	9 5			(18)		
397	July 1, 1887	13818.88	13714.38	6	31,513	100.68	1	17 6	9 0	1	1	1		
1,382	July 1, 1888	1123.40	1022.80	6	100,899	107.45	2	17 6	9 0	3	1	3		
947	July 1, 1888	1124.60	1225.20	6	37,447	119.64	1	14 0	7 3	1	1	1		
180	July 1, 1889	114.4	214	6	39,112	125.26	1	8 6	6 0	1	1	1		
817	July 1, 1889	6624.49	124.95	6	56,202	119.70	17	7 6	6 0					
							1	14 0	5 6	1	1	1		
							1	12 0	6 5					
							2	11 0	4 6					

¹¹ Short run, Baton Rouge, and New Orleans.¹² 64 miles reported in Memphis and New Orleans R. P. O.¹³ 7 miles reported in Fort Smith and Leland R. P. O.¹⁴ Balance of route (131.79 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.¹⁵ 1 clerk detailed to transfer duty at Bloomington, Ill.; 2 helpers.¹⁶ 1 transfer clerk, Meridian, Miss.¹⁷ 1 reserve car.¹⁸ 3 helpers.¹⁹ Balance of route covered by Chicago, Monon and Cincinnati R. P. O. (95.61 miles).²⁰ Clerk relieved every third week by a clerk detailed from the New York and Dunkirk R. P. O.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to south-east (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, Dutchess Junction, N. Y. (N. D. & C.).	6085	58.17
Milton and Stockton, Cal.	8	30.09	Milton, Stockton, Cal. (Stockton Cooperopolis R. R.).	46012	30.09
Milwaukee and Lancaster, Wis.	10	163.40	Milwaukee, Montfort, Wis. (Chic. & No. West.).	25038	145.95
			Montfort, Lancaster Junction (n. o.), Wis. (Chic. & No. West.).	¹² 25025 (part)	10
			Lancaster Junction (n. o.), Lancaster, Wis. (Chic. & No. West.).	25042	12.28
Mincola and Troup, Tex. ⁴	11	44.54	Mincola, Troup, Tex. (I. & G. N.).....	31032	44.54
Minneapolis, Minn., and Dubuque, Iowa.	10	264.62	Minneapolis, Hayfield, Minn. (Chic., St. P. and K. C.).	¹² 28065 (part)	91.63
			Hayfield, Minn., Dubuque, Iowa (Chic., St. P. and K. C.).	¹² 27095	172.68
Minneapolis, Minn., and Oakes, N. Dak.	10	264.94	Minneapolis, Minn., Fairmount, N. Dak. (M., St. P. and S. Ste. M.).	28068	191.74
			Fairmount, Oakes, N. Dak. (M., St. P. and S. Ste. M.).	35034	72.64
Minneapolis, Minn., and Oregon, Ill.	10	344.27	Minneapolis, St. Paul, Minn. (Chic., Burl. and Nor.).	28068	(*)
			St. Paul, Minn., Oregon, Ill. (Chic., Burl. and Nor.).	23073	331.31
Minot, N. Dak., and Butte City, Mont.	10	722.78	Minot, N. Dak., Great Falls, Mont. (St. P., M. and M.).	¹¹ 35026 (part)	550.25
			Great Falls, Butte City, Mont. (Mont. Central).	36005	172.76
Missoula and Grantedale, Mont.	10	51	Missoula, Grantedale, Mont. (Miss. and Mt. Root).	36006	51
Missouri Valley, Iowa, and Long Pine, Nebr.	6	251.10	Missouri Valley, California, Iowa (S. City and Pac.).	37029	(¹⁴)
			California, Iowa, Fremont, Nebr. (S. City and Pac.).	27077	32.01
			Fremont, Long Pine, Nebr. (Fre., Elk. and Mo. Vall.).	34010	213.00
Moirs and Brandon, N. Y.	2	34.81	Moirs, Brandon, N. Y. (No. Adiron.)	6052	34.87
Momence, Ill., and Brazil, Ind..	5	130.94	Momence, Ill., Goodland, Ind. (Chic. and Ind. Coal Ry.).	22057	34.64
			Goodland, Attica, Ind. (Chic. and Ind. Coal Ry.).	¹⁰ 22028 (part)	34.63
			Attica, Brazil, Ind. (Chic. and Ind. Coal Ry.).	22031	62.23
Monett, Mo., and Paris, Tex. ¹⁰	11	302.07	Monett, Mo., Fort Smith, Ark. (S. L. and S. F.).	28039	133.44
			Fort Smith, Ark., Paris, Tex. (S. L. and S. F.).	¹¹ 20019	168.95
Monett, Mo., and Sapulpa, Ind. T. ¹²	11	156.66	Monett, Mo., Vinita, Ind. T. (St. L. and S. F.).	¹² 23003 (part)	78.66
			Vinita, Sapulpa, Ind. T. (St. L. and S. F.).	52002	78.01
Monmouth Junction and Manassas, N. J.	2	¹⁰ 33.18	Monmouth Junction, Sea Girt, N. J. (Penna.)	7023	33.57
Monroe and Adrian, Mich.	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.). ...	24002	34.96
Monroe, N. C., and Chester, S. C.	4	45.66	Monroe, N. C., Chester, S. C., (G., Car. and North R. R.).	13038	45.66
Montandon and Bellefonte, Pa.	2	¹⁰ 67.63	Lewisburgh and Bellefonte, Pa. (Penna.)..	8007	66.23

¹ 1 car in reserve.² 1 detailed to transfer duty at Milwaukee, Wis.³ Balance of route covered by Montfort, Wis., and Galena, Ill. R. P. O. (47.76 miles), and between Woodman and Lancaster Junction (n. o.), Wis. (18.53 miles), by closed-pouch service. (See Table C.)⁴ October 15, 1889, service established on this line.⁵ Balance of route (58.15 miles) covered by Hayfield, Minn., and Mason City, Iowa, R. P. O.⁶ 1 in reserve.⁷ In reserve.⁸ Cars run through to Chicago, Ill., over route 23095.⁹ Distance not stated.¹⁰ 2 in reserve.¹¹ Balance of route (117.57 miles) covered by St. Paul, Minn., and Minot, N. Dak., R. P. O.¹² East division, Minot, N. Dak., to Chinook, Mont. (409.28 miles).¹³ West division, Chinook to Butte City, Mont. (313.45 miles).¹⁴ Distance (5.90 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.¹⁵ 2 helpers.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by cr. w.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of cr. w.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Length.	Width.			
Lbs.								<i>Ft.</i>	<i>In.</i>			
670	July 1, 1889	5120.59	5421.88	6	36,289	115.94	12	12 0	6 6	1	1	1
566	July 1, 1890	527.35	824	6	18,836	60.18	1	10 0	8 9	1	1	1
1,376	July 1, 1887	10123.31	10025.33	6	105,418	112.26	1	24 0	9 24	3	1	24
602	July 1, 1887	10127.26	10022.22				1	24 64	9 24			
1,073	July 1, 1887	10112.40	100 15									
609	July 1, 1890	724.29	825.45	7	32,514	86.08	1	21 4	9 1	1	1	1
1,580	Dec. 2, 1889	426.22	326.86	6	165,652	132.32	4	25 0	9 5	4	1	4
941	July 1, 1887	429.92	330.82				1	19 9	7 5			
279	July 1, 1887	6518.81	6617.25	6	165,852	132.47	2	21 3	7 2	4	1	4
949	July 1, 1890	6516.13	6615.84				2	16 9	7 6			
1,213	Mar. 10, 1890	5021.34	4921.24	6	215,513	172.13	5	25 0	8 114	4	1	4
910	July 1, 1887	5029.98	4929.98				2	14 6	7 3			
2,441	July 1, 1890	326.75	425.72	7	298,744	272.57	2	24 8	9 1	13	1	6
1,872	July 1, 1890	319.24	424.51	7	228,818	208.96	2	24 6	9 1	13	1	
541	July 1, 1890	2812.62	2412.62	7	37,230	102	1	17 9	8 11	1	1	1
7,009	July 1, 1887	329.50	429.50	7	183,303	125.55	2	50 0	9 34	4	2	10
4,814	July 1, 1887	322.86	422.59									
4,336	July 1, 1890	324.56	425.56									
115	July 1, 1889	221	322.66	6	21,791	53.32	1	7 2	4 6	1	1	(16)
462	July 1, 1889	17417.07	114.80	6	11,587						1	1
		121	215.60	6	81,968	130.94	2	13 10	7 5	2	1	2
343	July 1, 1888	117.40	216.20	6								
306	July 1, 1888	119.20	216.80	6								
1,436	July 1, 1887	124.16	223.53	7	226,511	151.03	2	24 2	7 2	6	1	7
1,297	July 1, 1890	322.24	422.24	7	148,511	135.62	2	21 10	7 2			
		124.09	224.09									
		314.80	414.92	7	105,135	156.66	1	22 0	7 4	2	1	2
443	July 1, 1890						1	20 4	7 0			
541	July 1, 1889	38027.12	387.24	6	20,771	66.36	1	15 0	8 1	1	1	1
							1	15 0	8 9			
550	July 1, 1888	10124.90	10227.66	6	21,465	68.58	1	10 0	6 0	1	1	1
81	Mar. 25, 1889	6120.5	5420.5	6	28,583	91.32	1	7 2	6 9	1	1	1
853	July 1, 1889	10319.14	11220.61	6	42,336	138.54	2	8 6	6 6	1	1	1

¹⁶ 2 acting clerks additional.¹⁷ The R. P. O. on trains 1 and 4 runs between Molra and Santa Clara only (18.51 miles).¹⁸ Balance of route (La Crosse to Goodland, Ind., 49.30 miles) covered by closed-pouch service. (See Table C.)¹⁹ Double daily service between Monett, Mo., and Fort Smith, Ark. (183.44 miles).²⁰ 1 helper daily to Fayetteville, Ark. (70 miles), on trains 3 and 4.²¹ Fort Smith and Mansfield, Ark., R. P. O. runs over 13.90 miles of route 29019 between Fort Smith and Jensen, Ark.²² October 24, 1889, route extended from Vinita to Sapulpa, Ind. T., increased distance 78.10 miles.²³ Balance of route 28003 covered by St. Louis, Mo., and Burrton, Kans. R. P. O. (282.12 miles). That portion of route between Monett and Pierce City, Mo., is covered by St. Louis, Mo., and Burrton, Kans., R. P. O.²⁴ The clerk runs through to Long Branch.²⁵ The clerk is allowed mileage between Montandon and Lewisburgh (1.64 miles), but the service is by messenger.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Montfort, Wis., and Galena, Ill.	10	56.08	Montfort, Ipawich, Wis. (Chi. and No. West). Ipawich, Platteville, Wis. (Chi. and No. West). Ipawich, Wis., Galena, Ill. (Chi. and No. West).	125,025 (part) 26,043 125,025 (part)	21.50 4.38 28.28
Montgomery and Akron, Ala.	4	118.63	Montgomery, Selma, Ala. (West R. R. of Ala.). Selma, Akron Junction (C. S. M. & Ry.)...	17,002 17,006	51.20 87.69
Montgomery and Luverne, Ala.	4	51.69	Montgomery, Luverne, Ala.	17,027	51.69
Montgomery, Ala. and New Orleans, La.	4	321.85	Montgomery, Mobile, Ala. (L. and N. R. R.). Mobile, Ala., New Orleans, La. (L. and N. R. R.).	17012 17013	179.34 140.06
Montrose and Tunkhannock, Pa.	2	29.16	Montrose, Tunkhannock, Pa. (Montrose) ..	8078	27.27
Morgantown and Fairmont, W. Va.	3	25.88	Morgantown, Fairmont, W. Va. (Balto. and Ohio).	12017	28.17
Moseley's Junction and Farmville, Va.	3	53.23	Moseley's Junction, Farmville, Va. (Farmv. and Powhatan).	411046 (part)	53.68
Mound House, Nev., and Keeler, Cal.	3	160.72	Mound House, Nev. and Keeler, Cal. (Carson and Colorado R. R.). Belleville Junc. (n. o.), Candelaria, Nev., (Carson and Colorado R. R.).	45004 45006	293 7.80
Mount Airy and Wilmington, N. C.	3	248.44	Mount Airy, Fayetteville, N. C. (C. F. and Y. V.). Fayetteville, Wilmington, N. C. (C. F. and Y. V.).	13011 (part) 13042	165.99 82.50
Mount Carmel and Sunbury, Pa.	2	27.47	Mount Carmel, Sunbury, Pa. (N. C.)	8023	27.67
Mount Pleasant, Keokuk, Iowa.	6	50.40	Mount Pleasant, Keokuk, Iowa (St. L. Koo. and N. W.).	1028018 (part)	50.86
Mulvane and Englewood, Kans.	7	166.79	Mulvane, Englewood, Kans. (A. T. and S. F.).	33068	160.79
Murphy, N. C., and Marietta, Ga.	4	110	Murphy, N. C. Marietta, Ga., (Mar. and N. Ga. R. R.).	15030	110
Muscatine and Montezuma, Iowa.	6	96.87	Muscatine, What Cheer, Iowa (Bur. C. Rap. and No.). Thornburgh, Montezuma, Iowa (Bur. C. Rap. and No.).	27004 27065	76.62 16.33
Muskegon and Allegan, Mich.	11	60.06	Holland, Allegan, Mich. (C. and W. M.). Muskegon, Holland, Mich. (C. and W. M.).	24023 (part) 24022 (part)	24.61 (¹⁰)
Nashville and Chattanooga, Tenn.	5	151.54	Nashville, Chattanooga, Tenn. (Nash., Chatt. and St. L.).	19004	151
Nashville, Tenn. and Hickman, Ky.	5	169.56	Nashville, Tenn., Hickman, Ky. (Nash., Chatt. and St. L.).	19007	171.10
Nashville and Hope, Ark. ¹⁴	11	27.53	Nashville, Hope, Ark. (Ark. and La.)	29009	27.53
Nashville, Tenn., and Hopkinsville, Ky.	5	71.76	Nashville, Tenn., Hopkinsville, Ky. (Louis. and Nash.).	23032 (part)	(¹⁰)
Nashville, Tenn., and Montgomery, Ala.	5	306.92	Nashville, Tenn., Decatur, Ala. (Louis. and Nash.). Decatur, Montgomery, Ala. (Louis. and Nash.).	19006 17004	121.75 183.86

¹ Balance of route covered by Milwaukee and Lancaster, Wis., R. P. O. (10 miles) and between Woodman and Lancaster Junction (n. o.), Wis., (18.53 miles) by closed pouches. (See Table C.)

² In reserve.

³ Transfer clerk Montgomery, Ala.

⁴ 10.90 miles covered by closed pouch service. See Coalboro (n. o.) and Moseley's Junction, Va. Table C.

⁵ 7 round trips per week, Mound House to Candelaria, 3 round trips Belleville Junc., Nev., to Keeler, Cal. Clerks alternate every four weeks.

⁶ 2 in reserve.

⁷ 37.20 miles covered by the Fayetteville and Bennettville R. P. O.

⁸ Lehigh Valley car.

⁹ Lehigh Valley car in reserve.

¹⁰ Balance of route (138.41 miles) covered by Burlington, Iowa and St. Louis, Mo., R. P. O.

¹¹ Runs on route 24,022 Muskegon to Holland, Mich. (36.50 miles) and in connection with Big Rapids and Holland R. P. O. gives double service between these points daily, except Sunday.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
662	July 1, 1887	120	19.84	121	22.02	6	35,106	112.16	1	14 6 ¹ / ₂	7 6	1	1	1
151	July 1, 1887	120	16	121	24				21	10 2	5 11			
662	July 1, 1887	120	22.28	121	26									
1,626	July 1, 1888	52	30	53	30	7	82,949	113.63	1	12	6 9	2	1	2
406	July 1, 1888	8	13	7	13	7			1	10 6	5 3			
226	Oct. 1, 1889	8	10.2	7	11.3	6	82,254	103.38	3	16	7 6	1	1	1
10,408	July 1, 1888	136		229	1	7	469,901	160.92	3	49 4	9 2	8	2	17
9,780	July 1, 1888	327	8	430		7			1	50	9			(²)
232	July 1, 1889	132	6	231	4	7								
		230	3	428	2	6								
		216	90	312	63	7	18,254	58.32	1	6	6 6	1	1	1
331	July 1, 1889	705	17	700	21.85	6	16,201	51.76	21	4 6	6 2	1	1	1
		50	14.84	51	14.12	6	33,322	106.46	1	12 0	7	1	1	1
529	July 1, 1890	1	15.06	2	13.06	7	117,336	107.14	1	7 4	5 4	1	1	1
875	July 1, 1890	3	13.37	4	13.37	3	43,992	141	3	19 9	8 8	3	1	4
548	July 1, 1889	2	19.80	1	19.41	6	155,523	124.22	44	20	8 10	4	1	4
		2	20.62	1	20.20									
338	July 1, 1889	1	19.05	6	23.14	6	17,196	54.94	1	14 8	8 5	1	1	1
									21	12 10	6 3			
2,568	July 1, 1887	31	12.50	32	10.71	6	31,550	100.80	21	24 6	8 2	1	1	1
									21	14 11	8 8			
713	July 1, 1890	457	19.06	458	20.85	6	104,411	111.19	1	9 5	6 5	1	1	1
179	Apr. 13, 1887	2	21.5	1	17	6	68,800	110	1	23	9 3 ¹ / ₂	3	1	3
526	July 1, 1887	32	25.34	31	25.34	6	60,640	96.87	1	12	7 3 ¹ / ₂	2	1	2
									1	7 11	6			
282	July 1, 1887	32	24	31	24				1	13	6 7			
379	July 1, 1888	26	23	23	27.60	6			1	11 11	9 4	2	1	2
1,079	July 1, 1888	26	23.66	23	26.62	6	37,597	120.12	1	9 6	6 7	1	1	1
6,608	July 1, 1888	128	20	226	40	7	110,624	121.23	3	20	9 2	5	1	5
2,421	July 1, 1888	524	50	628	80	126	94,964		126	14	9			
		51	22.80	52	22.20	6	106,145	113.04	2	19 7	9 2	3	1	14
786	July 1, 1890	2	13.76	1	15.92	7	40,193	110.12	2	15	8			
4,071	July 1, 1887	4	15.92	3	12.23	6	44,922	143.52	1	6 2	8 9	1	1	1
		56	19.80	55	19.20	6			17	7 8	8 7			
5,601	July 1, 1888	3	28.20	2	28.20	7	223,322	152.96	2	14 4	8 9	1	1	(²⁰)
		1	32.40	4	32.40	7			2	40	9 6	4	22	213
4,645	July 1, 1888	3	25.20	2	25.20	7	223,322		2	20 4	9 1	4	21	
		1	30	4	30	7			1	20	9 8			

¹² Shown in report of Big Rapids and Holland R. P. O.¹³ Double service over whole line, trains 1 and 2 daily, and trains 5 and 6 daily, except Sunday.¹⁴ 1 car in reserve.¹⁵ 1 helper running between Nashville and Union City, Tenn., (153.90 miles), Mondays, Wednesdays and Saturdays.¹⁶ Double daily service, except Sunday.¹⁷ Reserve.¹⁸ This is the short run of Nashville and Saint Louis R. P. O.¹⁹ Covered by Nashville and Saint Louis R. P. O. 72.21 miles.²⁰ Clerk holds appointment on Nashville and Saint Louis R. P. O., and is shown with that line.²¹ Railway post-office cars on day line.²² Day line, on which are four helpers, running through.²³ 1 helper on night line, running between Nashville, Tenn., and Decatur, Ala., 122.47 miles, four nights per week.²⁴ Mail apartment cars on night line.²⁵ Night line.

TABLE A^c.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Nashville, Tenn., and St. Louis, Mo.	5	317.44	Nashville, Tenn., and East St. Louis, Ill. (Louis. and Nash.).	23032	318.78
Nashville, Tenn., and Sheffield, Ala.	5	133.26	Nashville, Columbia, Tenn. (Louis. and Nash.). Columbia, Tenn., Sheffield, Ala. (Nash. and Florence).	19006 (part) 19017	(⁶) 86.85
Nashville and Tracy City, Tenn. ^a	5	107.55	Nashville, Cowan, Tenn. (Nash., Chatt. & St. L.) Cowan, Tracy City, Tenn. (Nash., Chatt. & St. L.)	19004 (part) 19010	(⁷) 20.03
Nebraska City, Nebr., and Cheyenne, Wyo.	6	587.37	Nebraska City, Nemaha City, Nebr. (Nebraska.) Nemaha City, Beatrice, Nebr. (Rep. Valley.) Beatrice, De Witt, Nebr. (B. and M. R. in Nebr.) De Witt, Edgar, Nebr. (Nebr. and Colo.)	1134005 (part) 134019 134006 (part) 134020	27.56 67.90 57.56
			Edgar, Holdrege, Nebr. (Nebr. and Colo.) Holdrege, Elwood, Nebr. (Nebr. and Colo.) Elwood, Nebr., Cheyenne, Wyo. (Nebr. and Colo.)	134043 134031 134042	81.11 28.73 307.83
Nevada, Mo., and Winfield, Kans. ¹⁰	7	201.20	Nevada, Mo., Chetopa, Kans. (N. and M.) Chetopa, Winfield, Kans. (D., M. and A.)	28058 1133056 (part)	77.38 125.15
Newark, Ohio and Chicago, Ill. ¹¹	5	358.48	Newark, Chicago, Ohio, (Balto. and Ohio.) Chicago, Ohio, Chicago, Ill. (Balto. and Ohio.)	21010 (part) 21047 (part)	(¹²) (¹³)
Newark and Shawnee, Ohio	5	43.88	Newark, Shawnee, Ohio, (Balto. and Ohio.)	21038	44.04
New Castle and North Vernon, Ind.	5	69.39	New Castle, Rushville, Ind. (Ft. Wayne, Cin. and Louis.) Rushville, North Vernon, Ind. (Cleva. Cin. Chic. and St. L.)	22042 22015	24.86 46.37
New Galilee, Pa., and New Lisbon, Ohio.	5	25.23	New Galilee, Pa., New Lisbon, O. (Pitts., Mar. and Chic.)	21093	25.94
New Hartford and Farmington, Conn.	1	14.30	New Hartford, Farmington, Conn. (N. Y., N. H. and Hart., N. Y. and N. H. Div.)	5021	14.29
New Louisville, Ark., and Shreveport, La. ¹⁴	11	61.04	New Louisville, Ark., Shreveport, La. (St. L., Ark. and Tex.)	30019	61.04
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and Hart., Shore Line Div.)	5004	(¹⁵)
New Orleans and Bohemia, La.	4	50	New Orleans, Bohemia, La. (N. O. and Gulf R. R.)	30020	50

¹ Mail apartment cars on day line.² Day line.³ Two helpers on day line, running daily between Nashville, Tenn., and Evansville, Ind., distance 154.20 miles; 4 helpers on night line, running through; 1 clerk in apartment car, on trains 55 and 56, between Nashville, Tenn. and Hopkinsville, Ky., distance 71.76 miles. (See Nashville and Hopkinsville R. P. O.)⁴ Railway post-office cars on night line.⁵ Night line.⁶ Covered by Nashville and Montgomery R. P. O. 46.23 miles.⁷ Clerks act as helpers to Nashville and Montgomery R. P. O. day line Columbia to Nashville, Tenn.⁸ This line was formerly the Tracy City and Cowan R. P. O. On March 1, 1890, the run of clerk was extended to Nashville, Tenn., increasing distance 87 miles.⁹ Covered by Nashville and Chattanooga R. P. O., 87.20 miles.¹⁰ Clerk acts as helper between Nashville and Cowan, Tenn., 87 miles; to Nashville and Chattanooga R. P. O. trains 1 and 2.¹¹ Balance of route covered by Red Oak, Iowa, and Lincoln, Nebr. R. P. O. (58.15 miles) and by Lincoln and Crawford, Nebr. R. P. O. (51.70 miles).¹² East Division, Nebraska City to Holdrege, Nebr. (245.57 miles).¹³ Distance (12.50 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.¹⁴ Balance of route Edgar to Superior, Nebr. (27.96 miles), covered by closed pouches. (See Table C.)¹⁵ West Division, Holdrege, Nebr., to Cheyenne, Wyo. (336.60 miles).

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av. speed (miles).	Train No. inward.	Av. speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
4,071	July 1, 1887	52	25.80	51	27	7	231,731	158.72	1	17 10	8 9	4	21	215
									2	16 0	8 7	4	22	
5,001	July 1, 1888	54	28.20	53	28.20	7	281,731	.....	2	46 0	9 0	4	22	72
492	July 1, 1889	3	22.20	2	23.40	6	83,421	133.26	1	18 0	9 0	2	1	
6,006	July 1, 1888	5	25.80	6	27.60	6	30,781	218.10	1	8 0	6 0	1	1	101
210	July 1, 1888	5	20.03	6	16.20	6								
1,949	July 1, 1890	97	29.03	98	27.10	6	153,727	122.79	2	14 0	6 11	124	1	8
905	July 1, 1890	97	26.92	98	30.70	.....	.....	.....	1	8 3	9 0			
2,786	July 1, 1890	88	27.33	87	30									
748	July 1, 1890	97	28.75	96	24.64									
844	July 1, 1890	97	25.15	96	26.83									
1,829	July 1, 1890	151	28.50	152	28.67	7	245,804	168.40	3	14 0	6 11	124	1	
939	July 1, 1890	151	28.56	152	29.38									
677	July 1, 1887	323	21.59	324	22.11	7	146,876	134.13	2	14 11	8 5	3	1	8
									1	16 7	8 10			
707	July 1, 1890	481	10.50	482	21.77	7								
8,719	July 1, 1888	9	28.80	10	27	6	189,707	179.24	1	25 2	9 0	4	1	(20)
									1	21 3	9 0			
6,204	July 1, 1888	9	27	10	27.60	6								
261	July 1, 1888	208	25.80	207	25.80	6	27,400	87.76	1	16 4	8 10	1	1	1
									21	17 10	8 7			
116	July 1, 1888	1	24	2	22.80	6	43,438	138.78	1	12 0	7 6	1	1	1
									1	11 9	7 6			
142	July 1, 1888	1	12	2	12	6								
224	July 1, 1888	11	21	6	19.20	6	15,794	50.46	1	9 6	6 0	1	1	1
1,066	July 1, 1889	631	24	630	15.27	6	3,951	57.20	1	12 0	5 6	1	1	1
		637	21	636	24	6	8,951							
120	July 1, 1890	71	20.34	72	20.34	6	28,211	122.06	1	10 6	7 0	1	1	1
.....		405	26.59	406	26.59	6	32,433	103.62	1	15 6	6 6	1	1	203
		419	25.48	418	26.50	6	32,433	.....	1	14 2	6 6	1	1	
296	July 1, 1890	7	11	8	11	6	31,300	100	21	7 0	6 0	1	1	1
									21	6 0	5 0			

¹⁰ Reported last year as the Nevada, Mo., and Arkansas City, Kans., R. P. O., decreased distance, 7.60 miles.

¹¹ 21.05 miles of route 33056, between Winfield and Belle Plaine, Kans., covered by the Winfield and Larned, Kans., R. P. O. Holden, Mo., and Coffeyville, Kans., R. P. O. also runs over 5.33 miles of route 33056 between Dearing and Coffeyville, Kans., and the Sidell and Sedan, Kans., R. P. O. over 5 miles of same route between Peru and Sedan, Kans.

¹² August 29, 1889, service placed in apartment cars between Newark, Ohio, Chicago, Ill., on trains 9 and 10, in lieu of railway post-office cars, which were changed to trains 5 and 6. (see Grafton and Chicago R. P. O.). November 11, 1889, apartment-car service curtailed at Chicago Junction, Ohio, making distance Chicago Junction, Ohio, to Chicago, Ill., 271.64

miles. May 12, 1890, service resumed between Newark, Ohio, and Chicago, Ill. Helpers of Grafton and Chicago R. P. O. assist this line from Chicago Junction to Newark, Ohio, 87 miles, on east trips only.

¹³ Covered by Sandusky, Wheeling and Pittsburgh R. P. O. (28.04 miles).

¹⁴ Clerks are appointed to Grafton and Chicago R. P. O., and are shown with that line.

¹⁵ Covered by Grafton and Chicago R. P. O. (271.28 miles).

¹⁶ In reserve.

¹⁷ Formerly Galveston, Ark., and Shreveport, La., R. P. O. No change in route.

¹⁸ Covered by Boston, Providence, and N. Y. R. P. O. (51.71 miles).

¹⁹ 1 clerk detailed as transfer clerk New London, Conn.

²⁰ 1 reserve car.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>New Orleans, La., and Houston, Tex.¹</i>	11	<i>Miles.</i> 363.74	New Orleans, La Fayette, La. (M. L. and T.). La Fayette, La, Orange, Tex. (La. W.)....	² 30003 (part) 30010	149.92 113.28
<i>New Orleans, La., and Marshall, Tex.</i>	11	368.37	Orange, Houston, Tex. (T. and N. O., So. Pac.). New Orleans, Cheneyville, La. (Tex. Pac.).	31012 30002	104.33 171.64
<i>Newport and Cushman, Ark.</i>	11	40.57	Cheneyville, Shreveport, La. (Tex. Pac.). Shreveport, La., Marshall, Tex. (Tex. Pac.).	30011 ² 31009 (part)	158.57 41.26
<i>Newport, Vt., and Springfield, Mass.</i>	1	223.60	Newport, Cushman, Ark. (St. L. I. M. and S.). Newport, White Riv. Jct., Vt. (Conn. and Pass.). White Riv. Jct., Windsor, Vt. (Cen. Vt.).	29014 ² 2010 (part) ² 2002 (part)	40.57 105.15 14
<i>Newport, Vt., and Springfield, Mass. Short run.</i>	1	124.39	Windsor, Bellows Falls, Vt. (Sul. Co.).... Bellows Falls, Brattleboro, Vt. (Ver. Val.). Brattleboro, So. Vernon, Vt. (n. o.) (Cen. Vt.). So. Vernon, Vt. (n. o.), Springfield, Mass. (Conn. River). White Riv. Jct., Windsor, Vt. (Cen. Ver.).	2604 2005 ¹⁰ 3002 (part) 3007 ¹² 2002 (part)	25.50 24.17 (¹¹) 51.98 (¹²)
<i>Newton Circuit²⁰</i>	1	22.90	Windsor, Bellows Falls, Vt. (Sul. Co.)... Bellows Falls, Brattleboro, Vt. (Ver. Val.). Brattleboro, So. Vernon (n. o.), Vt. (Cen. Vt.). So. Vernon (n. o.), Vt., Springfield, Mass. (Conn. River). Boston, Riverside, Mass. (Bos. and Alby.).	2004 2005 ¹⁷ 3002 (part) 3007 3074	(¹³) (¹⁴) (¹⁵) (¹⁶) 12.19
<i>Newton, Kans., and Galveston, Tex.</i>	11	750.31	Newton, Arkansas City, Kans. (A. T. and S. F.). Arkansas City, Kans., Purcell, Ind. Ter. (A. T. and S. F.). Purcell, Ind. Ter., Fort Worth, Tex. (G. C. and S. F.). Fort Worth, Galveston, Tex. (G. C. and S. F.).	²¹ 33011 (part) 32003 31054 31027	78.81 154 170.63 244.87
<i>Newton and Kiowa, Kans.</i>	7	127.85	Newton, Mulvane, Kans. (A. T. and S. F.). Mulvane, Wellington, Kans. (A. T. and S. F.). Wellington, Kiowa, Kans. (A. T. and S. F.).	33011 (part) 33027 (part) 33036	(²²) ²³ 16.41 69.33

¹Double daily service. Single line of R. P. O. cars, 40 feet in length, put in service January 1, 1899, on trains 17 and 18.

²⁰60.20 miles of route 30003 reported as Cheneyville and La Fayette, La., R. P. O.

²³3 helpers daily on all trains to La Fayette, La., 149.92 miles.

⁴Reserve.

⁵794.28 miles reported as Texarkana, Ark., and El Paso, Tex., R. P. O.

⁶Balance of route covered by closed-pouch service between Newport and Derby Line (9.44 miles). (See Table C.)

⁷2 clerks on short runs; 1 clerk on short run as short stop, daily av'g. (120 miles); 1 clerk as short stop on day line, daily av'g. (120 miles);

1 clerk detailed as transfer clerk at White Riv. Jct., Vt.

⁸Balance of route covered by St. Albans and Boston R. P. O. (120.50 miles), and by St. Albans and Ogdensburg R. P. O. (Second Division) (24.27 miles).

⁹Reserve cars.

¹⁰Balance of route covered by Brattleboro and Palmer R. P. O. (46 miles), and Palmer and New London R. P. O. (55.22 miles).

¹¹Covered by Brattleboro and Palmer R. P. O. (10.28 miles).

¹²Balance of route covered by St. Albans and Boston R. P. O. (120.50 miles) and St. Albans and Ogdensburg R. P. O. (second division) (24.27 miles).

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, of cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Numbers of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
9,398	July 1, 1890	18 24.98	17 24.98	7	7	319,520	145.09	3	40 0	9 1	5	1	13	
8,303	July 1, 1890	20 24.98	19 24.98	7	7	319,520	145.09	41	40 0	9 1	5	1		
8,264	July 1, 1890	18 29.33	17 29.88	7	7	319,520	145.09	41	32 6	9 2	5	1		
2,877	July 1, 1890	20 24.09	19 26.54	7	7	319,520	145.09	3	26 3	9 0	5	1	5	
1,931	July 1, 1890	18 28.80	17 28.16	7	7	319,520	145.09	3	20 6	7 1	5	1	5	
3,420	July 1, 1890	20 24.37	19 28.16	7	7	319,520	145.09	3	20 6	7 1	5	1	5	
498	July 1, 1890	51 22.22	52 22.30	7	7	269,640	147.75	3	20 6	7 1	5	1	5	
1,931	July 1, 1890	51 24.85	52 24.08	7	7	269,640	147.75	3	20 6	7 1	5	1	5	
3,420	July 1, 1890	51 23.57	52 23.57	7	7	269,640	147.75	3	20 6	7 1	5	1	5	
498	July 1, 1890	51 9.17	52 10.35	6	6	25,324	81.14	1	16 0	9 2	1	1	1	
6,020	July 1, 1889	54 23.36	3 22.53	6	6	143,729	114.80	41	18 8	9 3	4	2	21	
6,401	July 1, 1889	15 23.80	38 23.80	6	6	143,729	114.80	1	40 8	9 0	4	2	21	
9,861	July 1, 1889	54 27.99	3 24	6	6	143,729	114.80	1	20 0	6 10	4	2	21	
9,861	July 1, 1889	15 27.99	33 27.99	6	6	143,729	114.80	1	41 6	9 0	4	2	21	
9,726	July 1, 1889	54 28.36	3 25.99	6	6	143,729	114.80	1	21 0	6 10	4	2	21	
9,726	July 1, 1889	15 34.66	33 24.72	6	6	143,729	114.80	1	25 0	6 8	4	2	21	
9,726	July 1, 1889	54 28.80	3 28.80	6	6	143,729	114.80	1	21 3	6 10	4	2	21	
2,323	July 1, 1889	15 31.99	33 30.63	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
11,750	July 1, 1889	54 17.14	3 15.78	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
6,401	July 1, 1889	15 33.33	33 24	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
9,861	July 1, 1889	54 24.99	3 23.62	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
9,726	July 1, 1889	15 34.48	33 28.56	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
2,323	July 1, 1889	15 15.27	23 27.99	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
11,750	July 1, 1889	15 25.99	23 28.36	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
9,726	July 1, 1889	15 28.80	23 26.17	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
2,323	July 1, 1889	15 24	23 17.14	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
11,750	July 1, 1889	15 24	23 23.07	6	6	143,729	114.80	1	15 10	7 0	4	2	21	
1,142	July 1, 1889	1 18.36	7 16.89	6	6	21,812	113.02	2	8 0	2 8	1	1	1	
1,201	July 1, 1889	2 20.82	4 15.50	12	12	21,812	113.02	2	8 0	2 8	1	1	1	
1,699	July 1, 1889	3 18.36	5 17.13	12	12	21,812	113.02	2	8 0	2 8	1	1	1	
968	July 1, 1890	401 26.27	402 23.64	7	7	602,768	150.06	5	20 11	9 0	10	1	14	
1,287	July 1, 1890	401 25.66	402 29.14	7	7	602,768	150.06	1	20 11	9 0	10	1	14	
3,797	July 1, 1890	401 24.37	402 24.38	7	7	602,768	150.06	41	11 3	6 10	10	1	14	
861	July 1, 1890	1 24.37	2 24.38	7	7	602,768	150.06	42	12 6	9 0	10	1	14	
1,012	July 1, 1890	1 21	2 21.70	7	7	602,768	150.06	2	21 0	9 34	2	2	4	
3,797	July 1, 1890	407 26.96	408 21.35	7	7	93,331	127.85	24 1	11 9	7 3	2	2	4	
861	July 1, 1890	431 21.88	432 21.88	7	7	93,331	127.85	24 1	21 0	9 34	2	2	4	
1,012	July 1, 1890	447 23.11	442 24.47	7	7	93,331	127.85	24 1	21 0	9 34	2	2	4	

¹³ Covered by Newport and Springfield R. P. O. (14 miles).¹⁴ Shown in column 17 Newport and Springfield R. P. O.¹⁵ Covered by Newport and Springfield R. P. O. (25.50 miles).¹⁶ Covered by Newport and Springfield R. P. O. (24.17 miles).¹⁷ Balance of route covered by Brattleboro and Palmer R. P. O. (46 miles), and Palmer and New London R. P. O. (65.22 miles).¹⁸ Covered by Brattleboro and Palmer R. P. O. (10.28 miles).¹⁹ Covered by Newport and Springfield R. P. O. (51.98 miles).²⁰ New service, commenced Nov. 18, 1889.²¹ Newton and Kiowa, Kans., R. P. O. also runs over this line between Newton and Mulvane, Kans. (42.80 miles).²² 1 helper daily between Fort Worth and Clifton, Tex. (75.40 miles). Three helpers daily between Newton, Kans., and Oklahoma, Ind. Ter. (199 miles). Clerks divide on Fort Worth, Tex.²³ 42.81 miles distance on route 33011, between Newton, and Mulvane, Kans., covered by Newton, Kans., and Galveston, Tex., R. P. O.²⁴ In reserve.²⁵ 21.92 miles of route 33037, between Wellington and Caldwell, Kans., covered by closed-ponch service. (See Table C).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
New York, N. Y., and Chicago,¹ Ill. This line is divided into three divisions as follows: East Division. —New York and Syracuse, N. Y.	9	289.50	New York, Syracuse, N. Y., (N. Y. C. and H. R.).	6011 (part)	439.52
		145.35	New York, Albany, N. Y. (N. Y. C. and H. R.). Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	6011 (part) 6011 (part)	(⁷) (⁷)
Middle Division. —Syracuse, N. Y., and Cleveland, Ohio.	9	336.26	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).	6041 (part)	(⁷)
			Buffalo, N. Y., and Cleveland, Ohio (L. S. and M. S.).	21095 (part)	183.26
West Division. —Cleveland, Ohio, and Chicago, Ill.	9	356.61	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	21096 (part)	357
			Elyria, Millbury, Ohio (L. S. and M. S.)...	21007	75.01

¹ The total equipment of this line is as follows: 32 cars, 60 feet by 9 feet; 6 cars, 49 feet and 7 inches by 9 feet; 1 apartment car, 17 feet 8 inches by 7 feet; 4 cars, 50 feet by 9 feet, (One of these cars is held in reserve.) 6 cars, 50 feet by 9 feet. (These cars are held in reserve; 1 at New York City, 1 at Syracuse, N. Y., 1 at Buffalo, N. Y., 1 at Cleveland, O., and 2 at Chicago, Ill.) The figures in the body of the report show the number and dimensions of cars on each contract route.

² Clerks are detailed as follows: 1 as chief clerk at Chicago, Ill.; 1 as chief transfer clerk at Grand Central Depot, N. Y.; 6 as assistant transfer clerks, New York, N. Y.; 2 as transfer clerks at Syracuse, N. Y.; 3 as transfer clerks at Rochester, N. Y.; 2 as transfer clerks at Union Depot, Cleveland, Ohio; 1 as transfer clerk at N. Y., P. & O. Depot, Cleveland, Ohio; 2 as transfer clerks at Toledo, Ohio; 1 as transfer clerk at Elkhart, Ind.; 2 clerks detailed to office chief clerk at Syracuse, N. Y.; 3 to R. M. S. printing office, Cleveland, Ohio; 8 to office superintendent R. M. S., Cleveland, Ohio; 4 to the Cleveland and Toledo R. P. O.; 2 to the office of General Superintendent R. M. S.

³ 2 clerks in each crew that run west from New York to Syracuse, N. Y., on train 1, run east from Syracuse to Albany, N. Y., 147.50 miles as local clerks on train 14, and from Albany, to New York, N. Y., 145.35 miles, they run on train 26.

2 clerks in each crew that run west from New York to Syracuse, N. Y., on train 21 run east on train 2.

⁴ 1 clerk in each crew that runs west from New York to Syracuse, N. Y., on train 1, runs east on train 2.

⁵ 2 clerks assigned as helpers on train 11 between Albany and Syracuse, N. Y., 147.50 miles.

4 clerks assigned as helpers on trains 16 and 11, between Albany and Syracuse, N. Y., 147.50 miles.

⁶ Accounted for on trains 14 and 1; 2 clerks assigned to run 4 days each week between New York and Albany, N. Y., on trains 21 and 26, 145.35 miles, one clerk beginning at New York on Monday, and the other beginning there on Thursday.

2 clerks assigned to run 6 days on and 6 off, between New York and Albany, N. Y., on trains 21 and 26, 145.35 miles.

2 clerks assigned as door men, trains 21 and

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles.)					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
146,417	July 1, 1889	23 28.36	231.15	6	181,227	124.13	2	60 0	9 0	4	3	
		141.33	14,40.56	7	211,335	144.75	6	60 0	9 0	34	11	
		11 24.20					4	60 0	9 0			
			10 29.56	7	211,335	144.75	1	49 7	9 0	4	15	
							2	60 0	9 0			
		21 32.50		6	(⁹)		1	49 7	9 0			
							1	50 0	9 0			
146,417	July 1, 1889	27 29.06	24 31.75	6	90,969	145.35	1	17 0	8 7	2	2	
			26 29.06	6	45,494		(⁹) 2	50 0	9 0	24	5	
146,417	July 1, 1889		34 28.61	0	(¹⁰)		1	50 0	9 0	(¹⁰)		
146,417	July 1, 1889	3 33.48	232.89	6	210,499	144.18	2	60 0	9 0	4	18	
		141.85	14,42.83	7	245,470	168.13	6	60 0	9 0	4	19	
		11 38.37					4	60 0	9 0			
			16 38.83	7	245,470	168.13	1	49 7	9 0	4	12	
							2	60 0	9 0			
							1	49 7	9 0			
114,749	Sept. 30, 1888	3 31.82	234.21	6	(¹²)		3	60 0	9 0		(¹⁴)	
		1 38.53	14,41.43	7	(¹²)		6	60 0	9 0		(¹⁵)	
		11 39.21					2	60 0	9 0		(¹⁶)	
			8 30.50	7	(¹²)		1	49 7	9 0			
							2	60 0	9 0			
							1	49 7	9 0			
114,749	Sept. 30, 1888	3 26.77		7	257,139	176.12	2	60 0	9 0	4	7	
			14,35.75				3	60 0	9 0			
		11 32.01		7	255,175	174.78	3	60 0	9 0			
			8 27.58	7			2	00 0	9 0		10	
							1	49 7	9 0			
		1 37.30		7	257,139	176.12	2	60 0	9 0			
			12 23.96				1	60 0	9 0	4	8	
			2 28.61	6	108,955	74.62	1	60 0	9 0	(¹⁷)		
			8 28.33	(¹⁸)	(¹⁹)		2	60 0	9 0			
							1	49 7	9 0			

26, between New York and Albany, N. Y., 145.35 miles, 6 days on and 6 off.

⁷ Shown opposite New York and Syracuse.

⁸ 1 car held in reserve.

⁹ Runs west on trains 1 and 21.

¹⁰ Accounted for on trains 11 and 16.

¹¹ 2 clerks assigned to run between Erie, Pa., and Toledo, Ohio, 209 miles, as Michigan clerks outward on train 1, and New England and local helpers inward on train 14.

¹² 2 clerks assigned as general helpers on train 1 outward, between Rochester, N. Y., and Cleveland, Ohio, 251.26 miles.

¹³ Shown on route 6011, middle division.

¹⁴ 2 clerks assigned as Illinois paper clerks on train 3, between Buffalo, N. Y., and Cleveland, Ohio, 183.28 miles; 1 clerk assigned as helper on train 11, between Albany and Syracuse, N. Y., 147.50 miles, 4 days each week; 4 clerks assigned as register clerks between New York and Dunkirk, N. Y., 478.52 miles, outward on train 11 and inward on train 14; 4 clerks assigned as register clerks between Buffalo, N. Y., and Chicago, 538.90 miles, outward on train 11, and inward on train 14; 4 clerks in each crew that run from Syracuse to New York, N. Y., on train 14, run west

on train 21; 3 vacancies. 3 acting clerks employed.

¹⁵ 6 clerks assigned as general helpers on train 11, between Rochester, N. Y., and Cleveland, 251.26 miles.

¹⁶ This is the distance by route 21095. The distance from Cleveland, Ohio, to Chicago, Ill., via route 21095, Cleveland to Elyria, thence over route 21007 to Millbury, Ohio; thence over route 21095 to Toledo, Ohio; thence over route 21045 to Elkhart, Ind.; thence over route 21095 to Chicago, Ill., is 342.50 miles.

¹⁷ Accounted for on trains 3 and 25. One clerk in each crew that runs west on train 3, runs east from Chicago, Ill., to Cleveland, Ohio, 358.61 miles, as clerk in charge of train 2. Second clerk, of Toledo and Chicago train 25, runs east from Chicago, Ill., to Toledo, 244.10 miles, as New York helper on train 14. Clerk in charge of Toledo and Chicago train 25, runs as Michigan paper clerk from Cleveland to Toledo, Ohio, 112.90 miles, on N. Y. and Chi. train 3, and from Elkhart, Ind., to Chicago, Ill., 101.20 miles. Both clerks of Toledo and Chicago train 25 are on N. Y. and Chi. train 3.

¹⁸ 7 trips inward.

¹⁹ Shown on route 21095, west division.

TABLE A—Statement of railway post-offices in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	-Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		Miles.			
<i>West Division</i> — Cleveland, Ohio, and Chicago, Ill.—Continued.	...	.....	Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21045	183.97
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	21095 (part)	(¹)
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (D. L. & W.).	7018	84.28
<i>New York and Dunkirk, N. Y.</i>	2	461.88	New York, Dunkirk, N. Y. (N. Y., L. E. and W.).	6001	459.92
<i>New York and Elmira, N. Y.</i>	2	303.58	New York, N. Y., Metuchen, N. J. (Penna.).	7004 (part)	(¹⁴)
			Metuchen, N. J., Easton, Pa. (I. V.)	7018	54.20
			Easton, Pa., Waverly, N. Y. (L. V.)	8010	205.56
			Waverly, N. Y., Elmira, N. Y. (N. Y., L. E. and W.).	6001 (part)	(¹⁵)
<i>New York, N. Y., and Hackettstown, N. J.</i>	2	62.79	Hoboken, Hackettstown, N. J. (D., L. and W.).	7013 (part)	(¹⁶)
<i>New York, Hornellsville, N. Y.</i>	2	425.69	New York, Hornellsville, N. Y. (N. Y. L. E. and W.).	6001 (part)	(¹⁷)
			Hornellsville, Buffalo, N. Y. (N. Y. L. E. and W.).	6008 (part)	(¹⁸)
<i>New York, N. Y., and Philadelphia, Pa.</i>	2	91.82	New York, N. Y., Philadelphia, Pa. (Penna.).	7004	(¹⁹)
<i>New York, N. Y., and Pittsburgh, Pa.</i>	2	443.20	New York, N. Y., Philadelphia, Pa. (Penna.).	7004	(²⁰)

¹ The opposite train (12) runs inward on route 21095, Chicago, Ill., to Cleveland, Ohio, 356.61 miles.

² Seven trips outward.

³ Shown on route 21095, western division.

⁴ Six trips outward.

⁵ Six trips inward.

⁶ Shown in report of New York and Chicago, western division.

⁷ Accounted for on trains 3 and 25. One clerk in each crew that runs west on train 3, runs east from Chicago, Ill., to Cleveland, Ohio, 356.61 miles, as clerk in charge of train 2. Second clerk of Toledo and Chicago train 25, runs east from Chicago, Ill., to Toledo 244.10 miles, as New York helper on train 14. Clerk in charge of Toledo and Chicago train 25, runs as Michigan paper clerk from Cleveland to Toledo, Ohio, 112.90 miles on N. Y. and Chi. train 3, and from Elkhart, Ind., to Chicago, Ill., 101.20 miles. Both clerks of Toledo and Chicago train 25 are on N. Y. and Chi. train 3.

⁸ Seven trips inward.

⁹ 1 clerk on New York and Hackettstown R. P. O.

¹⁰ 1 clerk relieves New York and Hackettstown clerk every third week.

¹¹ In reserve.

¹² This line is in two divisions, New York to Hornellsville (East Div.), Hornellsville to Dunkirk

(West Div.). There are four crews on East Div. and two crews on West Div.

¹³ clerks on Port Jervis and New York R. O. O.; 4 helpers; 1 chief clerk of line; 1 assistant to chief clerk of line; 4 clerks detailed to superintendent's office; 1 assistant examiner; 1 clerk detailed as relief clerk; 1 clerk as transfer clerk Elmira, N. Y.; 2 clerks as transfer clerks Dunkirk, N. Y.; 1 clerk as transfer clerk Hornellsville, N. Y.; 1 clerk as transfer clerk Binghamton, N. Y.; one clerk as transfer clerk Jersey City, N. J.

¹⁴ 26.20 miles covered by New York and Washington R. P. O.

¹⁵ Two cars in reserve.

¹⁶ 2 clerks on Elmira and Wilkesbarre R. P. O.; 1 helper; 1 clerk as transfer clerk at Easton, Pa.

¹⁷ Cars and clerks shown on route 7004.

¹⁸ 17.54 miles covered by New York and Dunkirk R. P. O.

¹⁹ Short run. New York, Dover, and Easton R. P. O.

²⁰ 60.20 miles covered by New York, Dover, and Easton R. P. O.

²¹ Relieved every third week by New York Dover, and Easton clerk.

²² Clerk shown on New York, Dover, and Easton R. P. O.

²³ 331.16 miles covered by New York and Dunkirk R. P. O.

operation in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).			Length.	Width.		
Lbs.								Ft. In.	Ft. In.		
42,586	Sep. 30, 1888	1.41.88	(1)	.....	(2)	.....	.....	60	8		
		3 28.05	(2)	.....	(2)	.....	.....	60	8		
				8 30.78	(3)	.....	.....	60	8		
				2 31.39	(4)	.....	.....	49	7		
114,749	Sep. 30, 1888	11 34.97	(5)	.....	(5)	.....	.....	60	8		
		25 28.09	(5)	.....	(2)	.....	.....	60	8		
				12 24.48	(2)	44,686	30.61	60	8	(7)	
				14 38.08	(2)	.....	.....	60	8		
3,283	July 1, 1889	13 25.24	.....	14 23.18	6	54,381	107.79	60	8		
16,149	July 1, 1889	3 27.32	.....	12 20.23	7	336,807	153.79	50	8	6	3
201,813	Oct. 8, 1888	2 26.89	.....	5 31.20	6	190,041	151.79	50	8	4	1
4,933	July 1, 1889	2 41.01	.....	5 42.07	6	.....	.....	50	8		
4,663	July 1, 1889	2 29	.....	5 31.54	6	.....	.....	50	8		
16,149	July 1, 1889	2 43.20	.....	5 30.85	6	.....	.....	50	8		
3,283	July 1, 1889	17 23.02	.....	22 24.40	6	39,307	2183.72	50	8	1	1
16,149	July 1, 1889	1 28.66	.....	8 11.84	6	266,482	170.27	50	8	5	8
8,181	July 1, 1889	1 33.09	.....	8 31.00	6	.....	.....	50	8		
201,813	July 1, 1889	15 34.55	.....	74 36.40	6	57,479	122.42	15	8	3	1
		55 28.73	.....	34 39.60	6	57,479	.....	15	8		
201,813	July 1, 1889	13 39.00	.....	.....	34	161,768	147.80	60	8	6	8
		1 42.65	.....	.....	8	139,722	.....	60	8	6	2
		7 35.22	.....	.....	34	161,768	.....	60	8	6	8
			.....	4 40.44	34	161,768	.....	60	8	7	
			.....	6 35.22	34	161,768	.....	60	8	7	
			.....	8 38.18	34	161,768	.....	60	8	7	
			.....	20 39.00	34	161,768	.....	60	8	7	
		9 36.40	.....	10 36.40	7	323,536	.....	60	8	6	5

²⁴ Two clerks on Hornellsville and Buffalo R. P. O. 2 helpers. 4 clerks detailed as transfer clerks at Buffalo, N. Y.

²⁵ 92.94 miles covered by Hornells. and Buffalo R. P. O.

²⁶ Cars and clerks shown on route No. 0001.

²⁷ 90.63 miles covered by New York and Washington R. P. O.

²⁸ Clerk performs service in N. Y. and Wash. R. P. O.

²⁹ Clerks accounted for on N. Y. and Pitts. R. P. O. Double daily service except Sunday.

³⁰ The total equipment of this line from New York to St. Louis is as follows: Penna. R. R., 20 cars, 60 by 9 feet; P. C. and St. L. R., 6 cars, 60 by 9 feet; C. St. L. and P. R. R., 7 cars, 60 by 9 feet; Little Miami R. R., 2 cars, 60 by 9 feet; Vandalia R. R., 7 cars, 60 by 9 feet; Total, 42 cars.

³¹ 90.63 miles covered by N. Y. and Washington R. P. O.

³² 8 helpers between Jersey City and Harrisburg, on trains 10, 13, 20 and 7; 6 clerks on Phila. and Harris. R. P. O.; 3 clerks on N. Y. and Phila. R. P. O.; 1 clerk Gen. Supt's office; 2 Supt's office; 1 chief clerk of the line; 1 Chief Clerk at Philadelphia, Pa.; 2 assistants in the Chief Clerk's office; 1 clerk Dormitory Janitor, Philadelphia, Pa.; 1 clerk Dormitory Janitor, Harrisburg, Pa.; 6 clerks

transfer duty at Philadelphia, Pa.; 5 clerks transfer duty at Harrisburg, Pa.; 4 clerks transfer duty at Pittsburgh, Pa.; 1 clerk transfer duty at Lancaster, Pa.; Crews run as follows: On train 13, 6 crews of 8 each through to Pittsburgh, Pa.; returning next day to Harrisburg on train 8, 5 clerks, and train 20, 3 clerks, lie over until next day, then to New York on train 6, 5 clerks, train 4, 3 clerks. On train 9, 6 crews of 7 each, through to Pittsburgh, returning to Harrisburg the next day on train 10; lie over until next day and proceed to New York on train 10. On train 7, 6 crews of 8 each through to Pittsburgh, returning next day to Harrisburg on train 6; lie over until next day and proceed to New York on train 20, 4 clerks, and train 8, 4 clerks. On train 16 crews of 2 each through to Pittsburgh returning the next day on train 4; lie over until next day then to New York on train 8. On train 3, four crews of 2 each between Harrisburg and Pittsburgh, returning to Harrisburg next day on train 20.

³³ Only a 40-foot car authorized and paid for by dep't.

³⁴ On Sunday nights the cars for train No. 7, leave New York on No. 9 and are transferred at Phila. Pa. to train No. 7.

³⁵ 1 of these cars deadheaded to New York.

³⁶ In use west of Pittsburgh.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company.)	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>New York, N. Y., and Pittsburgh, Pa.</i>	...	.....	Philadelphia, Pittsburgh, Pa. (Penna.)....	8001	353.60
New York, N. Y., Point Pleasant, N. J.	2	60.64	New York, N. Y., Elizabethport, N. J. (N. Y. and L. B.). Elizabethport, Point Pleasant, N. J. (N. Y. and L. B.).	7001 (part) 7003 (part)	(⁴) 49.21 (⁷)
New York and Saint George, N. Y.	2	5.90	New York, Saint George, N. Y. (S. I. R. T. Co.).	6062 (part)	5.90 (⁹)
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	75.09	New York, N. Y., Easton, Pa. (C. R. R. of N. J.).	7001	74.20
<i>New York, N. Y., and Washington, D. C.</i>	2	227.85	New York, N. Y., Philadelphia, Pa. (Penna.).	7004	90.63
			Philadelphia, Pa., Bay View, Md. (P., W. and B.).	10001	92
			Bay View, Md., Washington, D. C. (B. and P.).	10013	45.53
Nineveh, N. Y., and Carbondale, Pa.	2	57.56	Nineveh, N. Y., Jefferson Junction, Pa. (D. and H. C. Co.). Jefferson Junction, Carbondale, Pa. (N. Y., L. E. and W.).	6031 8064 (part)	22.01 35.93 (¹⁴)
Nordmont and Hartley Hall, Pa.	2	27.16	Nordmont, Hartley Hall, Pa. (W. and N. B.).	8110	27.16
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr. (Om., Nio. and Bl. Hills).	34012	50.68
Norfolk and Danville, Va.	3	208.39	Portsmouth, Danville, Va. (Atlantic and Danville).	11042	208.27
Norfolk, Va., and Edenton, N. C.	3	76.50	Norfolk, Va., Edenton, N. C. (Norfolk Southern).	11026	76.50
Norfolk and Lynchburgh, Va.	3	205.22	Norfolk, Petersburg, Va. (Norfolk and Western). Petersburgh, Lynchburgh, Va. (Norfolk and Western).	11011 11012	82.85 123.02
Norfolk, Newport News, and Richmond, Va.	3	91.32	Norfolk, Richmond, Va. (C. and O. Rwy. and O. D. S. B. Co.).	11005	79.43
Norfolk, Va., and Raleigh, N. C.	3	179.02	Portsmouth, Va., Weldon, N. C. (Seaboard and Roanoke). Weldon, Raleigh, N. C. (Raleigh and Gaston).	11015 13001	78.90 97.28

¹ Cars and clerks shown on route 7004.² Performs service between Harrisburg and Pittsburgh only.³ In reserve.⁴ 10.60 miles covered by N. Y., Somerville and Easton R. P. O.⁵ 2 helpers.⁶ Triple daily service, except Sunday.⁷ 1 mile covered by closed-pouch service. (See Table C^a.)^a Cars and clerks shown on route 7001.⁸ 3.90 miles covered by closed pouch service. (See Table C^a.)⁹ 1 transfer clerk at Saint George, N. Y.¹⁰ This service is by steam-boat fitted up with mail apartment, and four trips are made daily.¹¹ 13 helpers; 1 chief clerk of line; 1 chief examiner; 4 clerks detailed to general superintendent's office; 9 clerks detailed to division

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Pt. In.	Pt. In.			
128,217	July 1, 1889	13 26.40	128.73	7 35.20	4.33	3 ¹				()	()	()	()	
					6 34.62	3 ¹				()	()	()	()	
					8 32.49	3 ¹				()	()	()	()	
					20 35	3 ¹				()	()	()	()	
					10 30	3 ¹				()	()	()	()	
		9 33.79				7				()	()	()	()	
		3 25.98					77,688		1	20 0	9 0	4	2	
4,041	July 1, 1889	302 18.18	313 20	319 21.43	37,961	6	121.28		1	20 0	9 0	1	1	(5)
5,945	July 1, 1889	306 20.69	306 19.35	313 25	37,961	6			1	40 0	8 10	1	1	
		302 27.02	313 25	319 26.78		6			1	20 0	8 10	1	1	
		306 20	319 26.78	306 28.30		6				16 0	7 0	1	1	
1,676	July 1, 1889	318 25	306 28.30			6			()			()	()	
		1 14.16	2 14.16		3,693	6	47.20			6 0	7 0	1	1	
		3 14.16	4 14.16		3,693	6				6 0	7 0			
		5 14.16	6 14.16		3,693	6				6 0	7 0			
		7 14.16	8 14.16		3,693	6				6 0	7 0			
4,041	July 1, 1889	10 22.16	47 25		47,006	6	112.63		1	21 7	8 5	1	1	4
		2 23.12	53 25		47,006	6			1	21 7	8 5	1	1	
		36 24.66	15 25.08		47,006	6			1	9 0	8 0	1	1	
201,813	July 1, 1889	27 39	14 36.40		154,482	6 ¹	113.92		(¹⁴)	1	9 0	8 0		
		15 34.55	40 36.40		154,482	6 ¹			2	40 0	8 7	4	4	(12 90)
		23 32.69	58 30.33		166,330	7			2	60 0	8 7	4	4	
		78 32.60			83,165	3 ¹			1	40 0	8 7	4	5	
96,961	July 1, 1889	27 41.81	14 40.29			6 ¹			()			()	()	
		15 35.61	40 42.46			6 ¹			()			()	()	
		23 36.08	58 28.30			7			()			()	()	
		78 33				3 ¹			()			()	()	
97,374	July 1, 1889	27 36.98	14 32.87			6 ¹			()			()	()	
		15 35.06	40 34.28			6 ¹			()			()	()	
		23 27	58 22.85			7			()			()	()	
		78 31.60				3 ¹			()			()	()	
436	July 1, 1889	2 29.53	1 29.33		36,033	6	115.12		1	60 0	8 7	1	1	1
436	July 1, 1889	2 25.50	1 25.50			6			(¹⁵)	1	11 4	6 11		
283	July 1, 1889	6 23.19	1 23.19		17,002	6	54.32		1	10 0	8 0	1	1	1
1,501	July 1, 1890	66 28.57	65 26.08		31,700	6	101.28		1	8 0	6 0	1	1	1
86	July 1, 1889	1 20.12	2 20.62		130,452	6	138.02		1 ¹³	9 1	8 8	3	1	(16 3)
885	July 1, 1889	2 22.76	1 21.14		47,889	6	76.50		1 ¹⁶	12 0	6 10	2	1	2
1,656	July 1, 1889	3 34.04	4 35.25		149,811	7	102.61		1	20 0	8 8	4	1	4
2,090	July 1, 1889	3 29.27	4 30.12		66,664	7	91.32		1	17 0	8 7			
2,614	July 1, 1889	1 30.74	4 30.74		112,067	6	119.34		4	12 2	8 0	3	1	3
1,022	July 1, 1889	4 25.73	38 26.30			6			1 ¹⁷	20 0	8 0			
1,449	July 1, 1888	4 23.67	38 23.67			6								

superintendent's office; 1 clerk detailed to assistant to chief clerk; 7 clerks detailed transfer clerks at Jersey City; 1 clerk detailed as janitor dormitory N. Y. P. O.; 1 clerk detailed as dispatcher early mails, N. Y. P. O.

¹² 2 clerks are detailed from No. 58 to run on this train.

¹⁴ 3.80 miles covered by closed pouch service. (See Table C¹).

¹⁵ Cars and clerks shown on route 6031.

¹⁶ 1 in reserve.

¹⁷ 12 miles of this service performed by steam-boat and not included in miles of route for which railroad is paid.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Norfolk, Va., and Rocky Mount, N. C.	3	119.50	Portsmouth, Va., Tarborough, N. C. (Norfolk and Carolina).	11047	104.03
			Tarborough, Rocky Mount, N. C. (Wilm. and Weldon.)	13615	(²)
North Adams and Pittsfield, Mass.	1	21.43	No. Adams, Pittsfield, Mass. (Bos. and Albany.)	3029	21.37
North Conway, N. H., and Boston, Mass.	1	139.37	No. Conway, N. H., Conway Jct. (n. o.), (Bos. and Me.).	1014	71.83
			Conway Jct. (n. o.), Boston, Mass. (Bos. and Me.).	3001	(²)
North Creek and Saratoga, N. Y.	2	58.25	North Creek, Saratoga, N. Y. (Adirondack)	⁴ (part) 0095	58.55
North Fair Haven, N. Y., and Sayre, Pa.	2	118.11	North Fair Haven, N. Y., Sayre, Pa. (L. V.)	6084	118.12
Northville and Fonda, N. Y.	2	26.79	Northville, Fonda, N. Y. (F., J. and G.)	6081	26.82
Norwood and Rome, N. Y.	2	146.92	Norwood, De Kalb Junc., N. Y. (R., W. and O.).	6110	25.48
			De Kalb Junction, Rome, N. Y. (R., W. and O.).	6036	122.72
Nyack and New York, N. Y. ...	2	30.35	Nyack, N. Y., Jersey City, N. J. (No. of N. J.).	¹² (part) 7017	¹² 28.58
Oakes N. Dak., and Hawarden, Iowa.	10	280.67	Oakes, N. Dak., Columbia, S. Dak. (C. and N. W.).	35023	89.36
			Columbia, Huron, S. Dak. (Dak. Central) ..	35010	97.26
			Huron, Iroquois, S. Dak. (Chi. and No. West.).	26031	(¹²)
			Iroquois, S. Dak., Hawarden, Iowa (Chi. and No. West.).	¹² (part) 27070	126.37
Ocala and Homassasa, Fla.	4	48.98	Ocala, Homassasa, Fla. (S. S. O. and G. R. R.).	16030	48.98
Oconto and Clintonville, Wis. ...	10	56.75	Oconto, Clintonville, Wis. (M., L. S. and West.).	2505	56.75
Oelwein and Des Moines, Iowa.	6	132.28	Oelwein, Hudson, Iowa (Chi., St. P. and K. City).	27089	85.92
			Hudson, Des Moines, Iowa (Chi., St. P. and K. City).	¹² (part) 27056	96.72
Ogden and Salt Lake City, Utah.	8	38.73	Ogden, Salt Lake City, Utah (Oreg. Short Line and Utah Northern Rwy. Co.).	41001	37.50
<i>Ogden, Utah, and San Francisco, Cal.</i>	8	834.65	Ogden, Utah, San Francisco, Cal. (Central Pacific R. R.).	¹² (part) 46001	¹² 834.17
Ogdensburg and Utica, N. Y. ...	2	134.78	Ogdensburg, Carthage, N. Y. (R., W. and O.).	6088	60.81
			Carthage, Utica, N. Y. (R., W. and O.)	6087	(²²)
Oil City, Pa., and Ashtabula, Ohio. ³⁴	2	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	¹² (part) 8045	88.30
Oil City and Pittsburgh, Pa. ³⁵ ..	2	182.80	Oil City, Pittsburgh, Pa. (A. V.)	8041	(²²)

¹ Reserve car.² 17.97 miles covered by the Plymouth and Rocky Mount R. P. O.³ Covered by Bangor and Boston R. P. O. (67.40 miles).⁴ Balance of route covered by Bangor and Boston R. P. O. (109.35 miles). Double service between Wolfboro Jct. and Portsmouth, N. H.⁵ In reserve.⁶ Service on trains 2 and 7 between Auburn and Sayre, 86.74 miles.⁷ Double daily service except Sunday.⁸ 1 transfer clerk at Rome, N. Y.⁹ Cars and clerks shown on route No. 6110.¹⁰ 19.55 miles covered by closed-pouch service See table C.¹¹ Clerk alternates with Middletown and N. Y. clerk, and is relieved every third week by a clerk detailed from the New York and Dunkirk R. P. O.¹² 1 helper Hawarden, Iowa, to Huron, S. Dak.¹³ Distance (18.10 miles) covered by Tracy, Minn., and Pierre, S. Dak., R. P. O.¹⁴ Balance of route (145.30 miles) covered by Tama and Hawarden, Iowa, R. P. O.¹⁵ Balance of route, Cedar Falls to Hudson, Iowa (10.59 miles), covered by closed pouches. (See Table C).¹⁶ 139.15 miles, route 41001, Juab to Frisco, closed-

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).				Length.	Width.		
Lbs.									Ft. In.	Ft. In.		
		101 22.90		100 23.50	6	74,807	119.50	2	20 0	8 0	2	1 2
609	July 1, 1888	101 22.90		100 23.50				1	12 0	6 9		
1,027	July 1, 1889	481 25.12		486 25.12	8	13,415	85.72	1	10 1	5 4	1	1 1
		489 25.12		492 25.12	6	13,415		1	10 2	6 2		
2,102	July 1, 1889	44 20.84		57 22.72	6	87,245	120.38	1	19 9	6 7	3	2 6
		48 22.72		8 21.84	6	25,540		1	19 9	6 7		
28,932	July 1, 1889	44 24.36		57 26.08				1	24 8	8 0		
		48 31.50		9 15.75								
703	July 1, 1889	6 23.19		1 23.19	6	36,464	116.50	1	20 0	8 10	1	1 1
								1	12 0	6 6		
1,449	July 1, 1889	15 24.41		8 23.21	6	73,927	136.56	1	12 1	6 9	3	1 3
		7 14.11		2 25.46	6	54,299		1	11 3	6 3		
								1	24 0	9 6		
844	July 1, 1889	100 16.42		33 18.35	6	16,771	107.16	1	8 0	6 0	1	1 1
		6 20		23 18.79	6	16,771		1	12 1	7 0		
1,375	July 1, 1889	6 24		1 24	6	91,972	146.92	1	25 0	9 0	2	2 25
3,507	July 1, 1889	6 25		1 24.60	6			(²)			(²)	
843	July 1, 1889	202 21.17		209 18.55	6	18,999	100.32	1	6 9	7 0	1	1 1
		226 20.69		23 20.00	6	18,999		1	9 0	7 0		
1,441	July 1, 1890	6 28.41		5 29.47	6	175,639	140.33	1	24 7	9 3	4	1 125
1,696	July 1, 1890	6 27.65		5 29.47				1	24 0	9 2		
2,327	July 1, 1887	6 27.15		5 27.15								
1,673	July 1, 1887	6 26.56		5 28.57								
106	July 1, 1888	1 21		2 21	6	30,563	97.96	1	7 3	6 0	1	1 1
286	July 1, 1887	26 22.16		25 22.16	6	35,525	113.50	1	14 0	7 8	1	1 1
549	July 20, 1888	4 26.62		3 25.06	6	82,807	132.28	1	19 9	7 5	2	1 2
612	July 1, 1887	4 24.51		3 23.04								
1,548	July 1, 1890	705 34.09		704 34.09	14	56,546	154.92	1	14 2	8 8	1	1 1
		707 32.60		706 34.09								
32,785	July 1, 1890	3 23.63		4 25.16	7	609,295	166.93	177	55 0	9 5	10	3 149
								4	40 0	9 5		
		11 21.90		14 21.90	7	66,204	90.69	1	21 4	8 10	2	1
		25 22.11		26 24.63	7	40,150	110.00	1	15 0	8 10	1	1
1,883	July 1, 1889	206 21.82		201 22.50	6	84,372	151.14	202	20 0	7 2	2	1 214
3,316	July 1, 1889	206 24.66		201 24.66	6			(²³)			(²³)	
825	July 1, 1889	1 25.09		2 23.72	6	55,151	88.10	1	17 1	8 10	2	1 2
8,287	July 1, 1889	6 25.14		5 24	6	83,008	132.60	1	18 8	8 8	2	1 (²⁷)

pouch service. Balance of route, 105.00 miles, covered by Salt Lake and Juab R. P. O.

¹⁹ Additional 40-ft. car line authorized, but not yet in operation.²⁰ 30 clerks through run, 10 crews: 1 clerk, short run, Sacramento to Colfax; 2 clerks, short run, San Francisco to Sacramento; 1 chief clerk, Ogden, Utah; 1 chief clerk, Los Angeles, Cal.; 1 transfer, Oakland Pier, Cal.; 1 city distributor for Sacramento; 7 helpers, Ogden, Utah, 3 on letters, 4 on papers; 5 clerks detailed to office superintendent; 4 clerks, San Francisco office, detailed for city distribution.²¹ Clerks alternate with Watertown and Utica clerks.²² In reserve one car.²³ 1 helper and 1 clerk on Watertown and Utica R. P. O.²⁴ 74.34 miles covered by Watertown and Utica R. P. O.²⁵ Cars and clerks shown on route No. 6088.²⁶ In connection with the Ashrabula and Youngstown R. P. O. gives double service between Ashrabula and Andover, Ohio (24.50 miles), daily except Sunday.²⁷ Short run, Buffalo and Pittsburgh R. P. O.²⁸ 132.61 miles covered by Buffalo and Pittsburgh R. P. O.²⁹ Clerk accounted for on Buffalo and Pittsburgh R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Omaha and Beatrice, Nebr.	6	132.94	Omaha, Valley, Nebr. (Union Pac.).....	34001 (part)	(¹)
			Valley, Valparaiso, Nebr. (Union Pac.)....	34008 (part)	(²)
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Vall.)	34014 (part)	20.59
			Lincoln, Beatrice, Nebr. (Om. and Rep. Vall.)	34018 (part)	(³)
Omaha and Hastings, Nebr.	6	163.96	Omaha, Arlington, Nebr. (Fre., Elk. and Mo. Vall.)	34051 (part)	28.69
			Arlington, Fremont, Nebr. (Fre., Elk. and Mo. Vall.)	34010 (part)	(⁴)
			Fremont, Platte River, Nebr. (Fre., Elk. and Mo. Vall.)	34037 (part)	(⁷)
			Platte River, Hastings, Nebr. (Fre., Elk. and Mo. Vall.)	34052 (part)	119.86
Omaha, Nebr., and Kansas City, Mo.	7	216.65	Omaha, Weeping Water, Nebr. (Mo. Pac.)	33040 (part)	*39.74
			Weeping Water, Nebraska City, Nebr. (Mo. Pac.)	34047 (part)	24.87
			Nebraska City, Auburn, Nebr. (Mo. Pac.)	34048 (part)	22.89
			Auburn, Nebr., Atchison, Kans. (Mo. Pac.)	33040 (part)	*83.67
			Atchison, Kans., Kansas City, Mo. (Mo. Pac.)	28001 (part)	*47.17
Omaha and McCook, Nebr.	6	284.29	Omaha, Ashland, Nebr. (B. and M. R., in Nebr.)	34038 (part)	31.30
			Ashland, Hastings, Nebr. (B. and M. R., in Nebr.)	34002 (part)	121.98
			Hastings, McCook, Nebr. (B. and M. R., in Nebr.)	34009 (part)	*122.07
Omaha, Nebr., and Ogden, Utah.	6	1035.30	U. P. Transfer, Iowa, Ogden, Utah (Union Pac.)	34001 (part)	1034.24
Oneida and New York, N. Y. ..	2	270.33	Oneida, Cornwall Station, N. Y. (N. Y., O. and W.)	6048 (part)	*216.52
Oneonta and Birmingham, Ala.	4	36.68	Cornwall Station, N. Y. (N. Y., O. and W.)	6137 (part)	57.57
			Oneonta, Birmingham, Ala. (Birm. Min. R. R.)	17638 (part)	36.68
Ord and Grand Island, Nebr.	6	62.40	Ord, Grand Island, Nebr. (Union Pac.)....	34015 (part)	62.44
Orleans, Nebr., and St. Francis, Kans.	6	134.41	Orleans, Nebr., St. Francis, Kans. (B. and M. R. in Nebr.)	34046 (part)	134.46
Oshkosh and Milwaukee, Wis.	10	101.00	Oshkosh, Ripon, Wis. (C. M. and St. P.)..	25008 (part)	20.45
			Ripon, Milwaukee, Wis. (C. M. and St. P.)	*25003 (part)	83.91
Oswego and Binghampton, N. Y.	2	115.30	Oswego, Syracuse, N. Y. (D., L. and W.)..	6064 (part)	35.62
			Syracuse, Binghampton, N. Y. (S., B. and N. Y.)	6065 (part)	80.79
Oswego and Oneida, N. Y.	2	58.33	Oswego, Oneida, N. Y. (N. Y., O. and W.)	6048 (part)	*57.90
Oswego and Suspension Bridge, N. Y. ²³	2	151.19	Oswego, Suspension Bridge, N. Y. (R. W. and O.)	6038 (part)	(²⁴)
Ottawa and Emporia, Kans.	7	56.85	Ottawa, Emporia, Kans. (A., T. and S. F.)	33041 (part)	56.86
¹ Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.			⁵ 43.01 miles of route 33040, between Weeping Water and Auburn, Nebr., covered by the Auburn and Lincoln, Nebr., R. P. O.		
² Distance (37.50 miles) covered by Valley and Alma, Nebr., R. P. O.			⁹ 1 helper between Kansas City, Mo., and Hiawatha, Kans.		
³ Distance (39.70 miles) covered by Lincoln, Nebr., and Manhattan, Kans., R. P. O.			¹⁰ Balance of route 28001 (283 miles) covered by St. Louis and Kansas City, Mo., R. P. O.		
⁴ Clerks run on Sundays between Omaha and Fremont, only 36.59 miles.			¹¹ Reserve.		
⁵ 1 reserve.			¹² Balance of route (256.30 miles) covered by McCook, Nebr., and Denver, Colo., R. P. O.		
⁶ Distance (7.80 miles) covered by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.			¹³ East Division, U. P. Transfer, Iowa, to Cheyenne, Wyo., 519.26 miles.		
⁷ Distance (7 miles) covered by Fremont and Lincoln, Nebr., R. P. O.			¹⁴ 1 clerk detailed as chief clerk at Omaha,		

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train num- berstaken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.	
		Train No. outward.	A ^v speed (miles).	Train No. inward.	A ^v speed (miles).					Length.	Width.				
Lbs.										Ft. In.	Ft. In.				
53,510	July 1, 1890	41	29.83	44	29.83	7	97,046	132.04	2	15 2	7 5	2	1	2	
1,784	July 1, 1890	41	28.84	44	26.47										
1,511	July 1, 1890	41	30.75	44	27.34										
1,180	July 1, 1890	41	25.07	44	28.02										
2,291	July 1, 1890	31	25.07	32	26.25	47	106,444	109.31	43	20 0	9 3½	3	1	3	
4,336	July 1, 1890	31	26.33	32	29.62										
996	July 1, 1890	31	24.71	32	24.71										
941	July 1, 1890	51	25.05	52	25.50										
1,355	July 1, 1890	4	20.73	3	25.10	7	158,155	144.43	2	20 6	9 3	3	1	4	
1,008	July 1, 1890	4	31	3	27.13	7									
1,640	July 1, 1890	4	31.21	3	28.03	7									
1,355	July 1, 1890	4	22.31	3	21.75	7									
47,461	July 1, 1887	4	23.58	3	23.58	7									
16,964	July 1, 1890	5	30.92	2	36.47	7	207,532	142.15	2	40 0	9 3	4	2	8	
12,509	July 1, 1890	5	25.93	2	35.43				11	40 1½	8 11				
5,967	July 1, 1890	5	22	2	24.75										
53,510	July 1, 1890	3	33.63	4	33.90	7	379,060	173.08	8	60 0	8 11	126	6	146	
		5	35.65	8	32.83	7	271,467	148.76	5	55 5	9 3	185	2		
		3	33.63	4	33.90	7	376,943	206.54	146	60 0	8 11	176	1		
		15	33.63	2	33.90				11	59 5	8 11				
									118	50 8	9 4				
1,293	July 1, 1889	2	25.16	1	25.16	6	169,227	135.16	2	17 0	7 4	4	1	4	
									193	15 4	7 4				
1,741	July 1, 1889	102	26	101	25	6			(20)	1	9 0	9 0	(20)	1	1
93	Apr. 15, 1889	45	21	44	21	6	22,962	73.36	1	9 0	9 0		1	1	1
951	July 1, 1890	86	12.20	85	12.93	6	39,062	124.80	1	13 1	6 8	1	1	1	1
964	July 1, 1890	141	27.72	142	26.97	6	84,141	134.41	1	20 0	9 0	2	1	2	2
1,155	July 1, 1887	2	25.99	3	27.85	6	65,667	104.90	1	20 11	9 3	2	1	2	2
1,565	July 1, 1887	2	24.89	3	28.69	6									
3,984	July 1, 1889	4	30	3	30	6	72,178	115.30	1	20 10	9 5	2	1	4	4
		2	30	9	30	6	72,178		1	20 10	9 5	2	1		
3,083	July 1, 1889	4	35.11	3	32.69	6			19	20 9	8 9	(21)	1	1	1
		2	26.33	9	32.69	6									
1,293	July 1, 1889	42	27.36	41	23.59	6	30,515	116.66	1	15 0	6 11	(22)	1	1	1
1,573	July 1, 1889	104	25.17	117	26.66	6	94,645	151.19	1	22 7	7 0	2	1	(22)	
246	July 1, 1890	11	27.29	12	27.29	6	35,588	113.70	1	11 11	7 6½	1	1	1	1

Nebr., and 1 as chief clerk at Cheyenne, Wyo. 2 clerks detailed to transfer duty at Omaha, Nebr. 1 clerk detailed as assistant to chief clerk at Omaha, Nebr. 11 helpers on West Division and 2 helpers on short run.

¹⁸ Short run, U. P. Transfer, Iowa, to Julesburg, Colo., 371.90 miles.

¹⁹ Storage cars.

¹⁷ West Division, Cheyenne, Wyo., to Ogden, Utah, 516.36 miles.

¹⁶ 57.90 miles covered by Oswego and Oneida R. P. O.

¹⁵ In reserve.

²⁰ Cars and clerks shown on route No. 6048.

²¹ Balance of route (12.72 miles) covered by Ripon and Berlin, Wis., pouch service. (See Table C.)

²² Double daily service except Sunday.

²³ Cars and clerks shown on route No. 6064.

²⁴ 216.52 miles covered by the Oneida and New York R. P. O.

²⁵ Short run. Richland and Niagara Falls R. P. O.

²⁶ 151.12 miles covered by Richland and Niagara Falls R. P. O.

²⁷ Clerks accounted for on Richland and Niagara Falls R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Owensborough and Russellville, Ky.	5	72.62	Owensborough, Russellville, Ky. (Owens and Nash.)	¹ 20014 (part)	72.26
<i>Pacific Junction, Iowa, and McCook, Nebr.</i>	6	309.42	Pacific Junction, Iowa, Plattsmouth, Nebr. (B. and M. R. in Nebr.)	27073	5.64
			Plattsmouth, Orecopolis Junction, Nebr. (B. and M. R. in Nebr.)	34039 (part)	(²)
			Orecopolis Junction, Omaha, Nebr. (B. and M. R. in Nebr.)	34004	16.60
			Omaha, Ashland, Nebr. (B. and M. R. in Nebr.)	34038	(⁴)
			Ashland, Hastings, Nebr. (B. and M. R. in Nebr.)	34002	(⁵)
			Hastings, McCook, Nebr. (B. and M. R. in Nebr.)	34009 (part)	(⁶)
Paducah, Ky., and Memphis, Tenn. ⁷	5	168.18	Paducah, Ky., Memphis, Tenn. (Newport, News and Miss. Val. Co.)	⁸ 20009 (part)	.....
Painesville and Youngstown, Ohio.	5	61.07	Painesville, Youngstown, Ohio (Pitts. and West.)	21046	61.70
Palatka and Punta Gorda, Fla.	4		Palatka, Rochelle, Fla. (Fla. South. Ry.)	⁹ 16012 (part)	39.62
			Rochelle, Leesburg, Fla. (Fla. South. Ry.)	¹⁰ 16014 (part)	66.96
			Leesburg, Pemberton, Fla. (Fla. South. Ry.)	¹¹ 16023 (part)	29.96
North Div.		192.25	Pemberton, Bartow, Fla. (South Fla. Ry.)	16024	57.39
South Div.		76.40	Bartow, Punta Gorda, Fla. (South Fla.)	16026	75.40
Palestine and Galveston, Tex. ¹²	11	201.00	Palestine, Houston, Tex. (I. and G. N.)	31006 (part)	150.70
			Houston, Galveston, Tex. (I. and G. N.)	31001	51.40
Palmer and Burwell, Nebr.	6	69.38	Palmer, Burwell, Nebr. (B. and M. R. in Nebr.)	34055	69.38
Palmer, Mass., and New London, Conn.	1	65.30	Palmer, Mass., New London, Conn. (Conn. Vt., N. L. North. Div.)	¹³ 3062 (part)	65.22
Parkersburgh, W. Va., and Cincinnati, Ohio.	5	196.49	Parkersburgh, W. Va., Cincinnati, Ohio (Cin., Wash. and Balto.)	21028	(¹⁷)
Paris and Weatherford, Tex.	11	192.85	Paris, Ladonia, Tex. (G., C. and S. F.)	31059 (part)	20.16
			Ladonia, Dallas, Tex. (G., C. and S. F.)	¹⁴ 31053 (part)	68.41
			Dallas, Weatherford, Tex. (G., C. and S. F.)	31033	93.78
Pasco and Umatilla, Wash. ¹⁵	8	45.00	Umatilla, Oregon, Wallula, Wash. (Oreg. Ry. and Navigation Co.)	44005	¹⁶ 27.20
			Wallula, Pasco, Wash. (Northern Pacific R. R.)	43609	¹⁸ 16.50
Plattsmouth and Schuyler, Nebr.	6	81.09	Plattsmouth, Ashland, Nebr. (B. & M. R. in Nebr.)	34039 (part)	31.37
			Ashland, Schuyler, Nebr. (B. & M. R. in Nebr.)	34057	50.71
Pembina, N. Dak., and Winnipeg Junction, Minn.	10	199.61	Pembina, N. Dak., Winnipeg Junction, Minn. (Nor. Pac.)	26061	200.15
Peninsular Junction, Md., and Cape Charles, Va.	2	73.50	Peninsular Junction, Md., Cape Charles, Va. (N. Y., P. and N.)	10015	73.14
Penn Haven and Mt. Carmel, Pa.	2	48.26	Penn Haven, Mt. Carmel, Pa. (L. V.)	8011	48.20

¹ Balance of route (Russellville to Adairville, Ky., 13.39 miles) covered by closed-pouch service. (See Table C*.)

² Distance (4.40 miles) covered by Plattsmouth and Schuyler, Nebr., R. P. O.

³ Reserve.

⁴ Distance (31.20 miles) covered by Omaha and McCook, Nebr., R. P. O.

⁵ Distance (121.98 miles) covered by Omaha and McCook, Nebr., R. P. O.

⁶ Distance (132.07 miles) covered by Omaha and McCook, Nebr., R. P. O.

⁷ On April 1, 1890, the Louisville and Paducah R. P. O. was extended to Memphis, Tenn., taking up and discontinuing this line. (See Louisville and Memphis R. P. O.)

⁸ Covered by Louisville and Memphis R. P. O., (166.10 miles.)

⁹ 10.5 miles, Rochelle to Gainesville, closed-pouch service. (See Table C*.)

¹⁰ 12.8 miles reported as Astor and Leesburg R. P. O.

¹¹ 10.5 miles, Pemberton and Brooksville, closed-pouch service. (See Table C*.)

¹² 2 reserve cars.

¹³ Double daily service between Houston and Galveston, Tex. (51.40 miles), Texarkana, Ark., and Houston, Tex., R. P. O., curtailed to begin at Palestine, Tex., and extended to end at Galveston, Tex. This change takes up and discontinues the Houston and Galveston, Tex., R. P. O. service between Texarkana,

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										<i>Ft.</i>	<i>In.</i>			
589	July 1, 1888	120.40	221	6	45,460	145.24	1	8 4	6 0	1	1	1		
8,556	July 1, 1887	321.56	421.56	7	225,876	154.71	2	50 3	9 0	4	3	12		
2,251	July 1, 1890	336.85	426.80	.....	.....	.....	1	40 1 1/2	8 11					
12,468	July 1, 1890	335.57	435.57											
16,964	July 1, 1890	331.20	431.46											
12,509	July 1, 1890	324.40	422.87											
5,967	July 1, 1890	327.79	422.00											
1,834	July 1, 1888	729.40	226.40	7	92,163	112.12								
274	July 1, 1888	1923.40	1822.80	6	38,230	122.14	1	11 6	6 10	1	1	1		
1,220	July 1, 1888	1919	2019.6	6										
1,141	July 1, 1888	1919.1	2023.3	6	119,964	128.18	3	16 9	7 7	4	1	4		
706	Oct. 21, 1885	1923	2023.4	6	.....	.....	12	6 3	4 1					
450	Feb. 25, 1887	1915.4	2015.4	6	.....	.....	1	24 0	8 1					
831	Nov. 22, 1886	1913.8	2013.8	6	47,049	150.80	3	10 6	7 6					
3,620	July 1, 1890	522.23	621.38	7	184,252	134	1	21 0	9 0	3	1	4		
		1126.85	1226.85	7	.....	.....	1	24 2	9 2					
							1	22 0	9 2					
3,073	July 14, 1890	523.36	623.10	.....	.....	.....	1	20 8	9 2					
							1	21 1	9 2					
830	July 1, 1890	5323	5428.75	6	43,432	138.76	12	11 1	7 1	1	1	1		
2,323	July 1, 1889	1425.90	925.06	6	40,877	130.60	1	10 8	6 5	1	1	1		
27,445	July 1, 1888	519.20	624.60	6	123,003	98.24	10	11 2	6 7					
							13	16 4	9 2	4	1	(10)		
711	July 1, 1890	7519.00	7620.10	7	140,415	128.23	3	20 0	8 9	3	1	3		
624	July 1, 1890	7518.66	7619.54											
649	July 1, 1890	7117.58	7217.05											
11,128	July 1, 1890	224.55	122.06	7	32,850	90	.....	.....	.....	1	1	1		
5,707	July 1, 1890	224.75	124.75											
2,251	July 1, 1890	924.80	1023.85	6	50,762	162.18	12	8 6	7 4	1	1	1		
464	July 1, 1890	927.27	1025.36											
790	Aug. 25, 1888	11824.64	11724.89	7	145,715	138.07	2	24 6	9 2	3	1	3		
1,519	July 1, 1889	7925.54	7427.89	6	46,011	147.02	1	20 0	8 9	1	1	1		
							1	8 6	6 8					
345	July 1, 1889	224.52	322.93	6	30,173	96.40	1	12 10	6 3	1	1	1		
							1	24 6	8 2					

Ark., and Palestine, Tex., performed by Texarkana, Ark., and Laredo, Tex., R. P. O.

141 car reserve.

15 Balance of route covered by Brattleboro' and Palmer R. P. O. (56.28 miles).

16 Reserve car.

17 Covered by Grafton and Cincinnati R. P. O. (195.30 miles).

181 car in reserve.

19 Clerks are appointed to Grafton and Cincinnati R. P. O., and are shown with that line; third clerks of Grafton and Cincinnati R. P. O., day line, run east over whole line in mail apartment cars, with Parkersburg and Cincinnati R. P. O. clerks, as helpers.

20 12.30 miles of route 31053, between Ladonia and Honey Grove, Tex., covered by closed-pouch service. (See Table C.)

21 New service established October 4, 1889.

22 Balance of route 44005 (187.56 miles) covered by Huntington and Portland R. P. O.

23 Clerk performs transfer service on this line in baggage car.

24 144.60 miles of route 43009 covered by Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route shown in Helena and Spokane Falls. (See Table A*, tenth division.)

25 In reserve.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerk, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Pentwater and Muskegon Mich.	9	<i>Miles.</i> 45.13	Pentwater, Muskegon, Mich. (C. and W. M.).	24052	44.96
Peoria, Ill., and Oakaloesa, Iowa.	6	190.82	Peoria, Ill., Oakaloesa, Iowa (Iowa Cent'l).	23068	191.30
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. & Evans.).	23024	250.56
Peoria and Galesburgh, Ill.	6	52.80	Peoria, Galesburgh, Ill. (Chic. Bur. & Qcy.).	*23009 (part)	52.83
Peoria and Mount Vernon, Ill.	6	217.85	Peoria, Jacksonville, Ill. (Jack. and So. East.).	23038	84.28
			Jacksonville, Drivers, Ill. (Jack. and So. East.).	23046	130.91
			Drivers, Mount Vernon, Ill. (Louis. and Nash.).	23032	(¹)
Peoria and Springfield, Ills	6	89.38	Peoria, Havana, Ill. (Jack. and So. East.).	23038	(¹)
			Havana, Springfield, Ill. (Jack. and So. East.).	23049	48.28
Perryville and Memphis, Tenn. ⁷	5	136.67	Perryville, Memphis, Tenn. (Tenn. Midland.).	19027	125.49
Peterborough, N. H., and Worcester, Mass.	1	53.80	Peterborough, N. H., Winchendon, Mass. (Ches.).	3058	16.58
			Winchendon, Worcester, Mass. (Fitch. Wor. Div.).	3057	36.42
¹⁰ Phalanx Station, (n. o.) and Bergholz, Ohio.	5	60.90	Phalanx Station, Bergholz, O. (Lake Erie, Alliance and South.).	21067	60.80
Philadelphia, Pa., Aiken and Baltimore, Md.	2	96.00	Philadelphia, Pa., Baltimore, Md. (B. and O.).	10027 (part)	96.00 (¹¹)
Philadelphia, Pa., and Atlantic City, N. J.	2	60.78	Philadelphia, Pa., Atlantic City, N. J. (C. and A.).	7015	59.52
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Bay View, Md. (P., W. and B.).	10001	(¹²)
			Bay View, Baltimore, Md. (B. and P.)	10013 (part)	(¹³)
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Camden, Cape May, N. J. (West Jersey)..	7041	82.17
Philadelphia, Pa., and Crisfield, Md.	2	162.92	Philadelphia, Pa., Delaware Junction, Del. (P., W. and B.).	10001 (part)	(¹⁴)
			Delaware Junction, Delmar, Del. (P., W. and B.).	9501	98.67
			Delmar, Del., Crisfield, Md. (N. Y., P. and N.).	9502	28.27
Philadelphia, Pa., and Dover, Del. ¹⁵	2	75.22	Philadelphia, Pa., Delaware Junc., Del. (P., W. and B.).	10001 (part)	(¹⁵)
			Delaware Junction, Dover, Del. (P., W. and B.).	9501 (part)	(¹⁶)
Philadelphia and Harrisburg, Pa.	2	106.55	Philadelphia, Harrisburg, Pa. (Penna.)...	8001	(¹⁷)
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Wawa, Pa. (P., W. and B.) ...	8003 (part)	(¹⁸)
			Wawa, Pa., Port Deposit, Md. (P., W. and B.).	8008 (part)	50.97 (¹⁹)

¹ One of these cars in reserve.² One reserve.³ Balance of route, Galesburgh to Rio, Ill. (13.27 miles covered by closed pouches. (See Table C).)⁴ Distance (4.90 miles) covered by Nashville, Tenn., and St. Louis, Mo., R. P. O.⁵ Reserve.⁶ Distance (40.70 miles) covered by Peoria and Mount Vernon, Ill., R. P. O.⁷ This line divides at Jackson, Tenn., 1 clerk running on trains 61 and 62, between Perryville and Jackson, Tenn., 49.90 miles, and the other clerk on trains 51 and 62, between Jackson and Memphis, Tenn., 85.50 miles.⁸ One car in reserve.⁹ These cars are also used by Winchendon and Worcester R. P. O.¹⁰ This line divides at Alliance, Ohio, 1 clerk running on trains 2, 1, 4, and 3, between Phalanx Station and Alliance, Ohio, 25.60 miles, and making two round trips daily, except Sunday, between those points, and 1 clerk running between Alliance and Bergholz, Ohio, 35.90 miles, on trains 6 and 5, daily, except Sunday, making one round trip per day between those points. Previous to April 15, 1890, there was but single service over the line; commencing on that date R. P. O. service was placed on trains 4 and 3, between Phalanx Station and Alliance, Ohio, distance 25.60 miles.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedule.)				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
741	July 1, 1888	30	18.85	27	18.85	6	28,251	90.26	1	11 0	8 9	1	1	1
287	July 1, 1887	5	21.22	6	21.83	6	119,453	127.21	12	10 0	7 3	3	1	3
801	July 1, 1887	1	22.39	2	22.73	0	154,563	125.05	23	19 0	8 6	4	1	4
1,750	July 1, 1887	1	31.20	2	31.20	6	33,085	105.60	1	19 4½	8 4½	1	1	1
.....	.....	5	28.00	4	25.84	6	136,374	108.92	1	25 0	9 4	4	1	4
425	Mar. 19, 1888	5	20.42	4	20.16	.....	.....	.....	1	24 6	9 6	.....	.....	.....
4,071	July 1, 1887	5	19.60	4	19.60	.....	.....	.....	1	12 0	7 3	.....	.....	.....
.....	.....	3	24.42	2	23.25	6	55,989	89.36	1	25 0	8 6	2	1	2
.....	.....	3	20.87	2	21.33	.....	.....	.....	1	11 0	6 10	.....	.....	.....
.....	.....	61	12.60	62	10.40	6	85,555	136.67	13	17 6	7 0	2	1	2
.....	.....	51	26.40	52	26.40	.....	.....	.....	1	10 0	6 4	.....	.....	.....
463	July 1, 1889	35	13.71	500	17.45	6	33,678	107.60	1	16 0	8 10	1	1	1
.....	.....	1	15 8	.....	.....	.....	.....	.....	1	15 8	8 9	.....	.....	.....
1,180	July 1, 1889	35	25.51	500	22.88	.....	.....	.....	1	14 10	6 6	.....	.....	.....
223	July 1, 1888	2	19.20	1	19.20	6	41,503	87.10	1	7 4	5 11	2	1	2
.....	.....	4	20.40	3	18.00	6	.....	.....	1	5 11	5 0	.....	.....	.....
.....	.....	6	12.00	5	12.00	6	.....	.....	.....	.....	.....	.....	.....	.....
290	July 1, 1889	129	24.51	122	22.58	6	60,096	96.00	2	18 0	8 6	2	1	2
1,582	July 1, 1889	255	24.75	260	27.23	6	38,088	121.52	1	23 4	6 8	1	1	2
.....	.....	267	26.22	252	28.32	6	1238,026	.....	1	18 0	8 6	1	1	.....
96,951	July 1, 1889	37	32.91	50	26.66	6	61,373	130.72	13	15 0	8 0	.....	.....	.....
.....	.....	33	33.10	24	30.10	6	13 01,373	.....	1	20 0	8 0	3	1	3
97,374	July 1, 1889	37	32.91	50	26.66	6	.....	.....	(16)	.....	.....	(16)	.....	.....
.....	.....	33	33.10	24	30.31	6	.....	.....	(16)	.....	.....	(16)	.....	.....
2,185	July 1, 1889	5	31.36	20	31.35	6	52,334	167.20	1	20 6	8 6	1	1	17 3
.....	.....	11	27.20	8	28.58	6	152,334	.....	1	14 8	8 0	1	1	.....
96,951	July 1, 1889	1	21.97	12	25.57	6	104,985	108.61	2	25 0	8 6	3	1	19 5
.....	.....	12	.....	.....	.....	6	.....	.....	12	25 0	8 4	.....	.....	.....
4,543	July 1, 1889	1	28.12	12	28.95	6	.....	.....	(16)	.....	.....	(16)	.....	.....
1,837	July 1, 1889	1	15.20	12	21.71	6	.....	.....	(16)	.....	.....	(16)	.....	.....
96,951	July 1, 1889	61	28.00	24	15.92	6	47,088	150.44	1	16 0	6 8	1	1	(22)
4,543	July 1, 1889	61	36.00	22	29.69	6	.....	.....	(22)	.....	.....	(22)	.....	.....
128,217	July 1, 1889	61	35.00	30	30.73	6	66,700	106.55	1	15 0	9 0	2	2	(20)
.....	.....	67	33.16	60	31.50	6	1266,700	.....	1	20 0	0 0	2	1	.....
2,528	July 1, 1889	5	21.60	46	23.48	6	43,069	91.73	1	10 0	6 0	3	1	3
.....	.....	83	27.00	28	25.12	6	1243,069	.....	1	8 9	6 6	.....	.....	.....
1,126	July 1, 1889	5	18.89	46	19.73	6	.....	.....	(20)	.....	.....	(20)	.....	.....
.....	.....	33	20.83	28	17.75	6	.....	.....	(20)	.....	.....	(20)	.....	.....

¹¹ 1.30 miles covered by closed-pouch service. (See Table C.)¹² Double daily service except Sunday.¹³ In reserve.¹⁴ 62 miles covered by New York and Washington R. P. O.¹⁵ 4 miles covered by New York and Washington R. P. O.¹⁶ Cars and clerks shown on route 10001.¹⁷ One transfer clerk at Camden, N. J.¹⁸ 25.20 miles covered by the New York and Washington R. P. O.¹⁹ One clerk on Philadelphia and Dover R. P. O., and 1 helper.²⁰ Short run Philadelphia and Crisfield R. P. O.²¹ 45.77 miles covered by the Philadelphia and Crisfield R. P. O.²² Clerk accounted for on Philadelphia and Crisfield R. P. O.²³ Cars shown on route 10001.²⁴ 120.05 miles covered by New York and Pittsburgh R. P. O.²⁵ Clerks shown on New York and Pittsburgh R. P. O.²⁶ 18.13 miles covered by Philadelphia and West-chester R. P. O.²⁷ 7.17 miles covered by closed-pouch service. (See Table C.)²⁸ Cars and clerks shown on route 8003.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Philadelphia, Pa., and Port Morris, N. J.	2	59.14	Camden, Glassborough, N. J. (W. J.).....	7041 (part)	(¹)
			Glassborough, Bridgeton, N. J. (W. J.)....	7051	20.23
			Bridgeton, Port Morris, N. J. (C. and M. R.)	7033 (part)	20.24
Philadelphia and Westchester, Pa.	2	28.50	Philadelphia, West Chester, Pa. (P., W. and B.)	8003	27.78
Pittsburg, Pa., and Akron, Ohio.	5	136.23	Allegheny, New Castle Junction (n. o.), Pa. (Pitta. and West.)	*8125 (part)	58.41
			New Castle Junction (n. o.), Pa., Akron, Ohio (Pitta. and West.)	21076 (part)	79.23
Pittsburgh and Belle Vernon, Pa.	2	44.45	Pittsburgh, McKeesport, Pa. (P. and L. E.)	8159 (part)	(⁹)
			McKeesport, Belle Vernon, Pa. (P. and L. E.)	8187	28.01
<i>Pittsburgh, Pa., and Chicago, Ill.</i> ¹⁰	5	468.80	Pittsburgh, Pa., Chicago, Ill. (Penna. Co.)	21002	468.20
<i>Pittsburgh, Pa., and Cincinnati, Ohio.</i> ¹²	5	311.14	Pittsburgh, Pa., Columbus, Ohio (Pitta., Cin. and St. L.)	21032	(¹²)
			Columbus, Cincinnati, Ohio (Pitta., Cin. and St. L.)	21014	119.40
Pittsburgh, Pa., and Crestline, Ohio. ¹³	5	188.94	Pittsburgh, Pa., Crestline, Ohio (Penna. Co.)	21002 (part)	(¹⁹)
Pittsburgh and Fair Chance, Pa.	2	75.84	South West Junction, Pittsburgh, Pa. (Penna.)	8001 (part)	(²¹)
			South West Junction, Fair Chance, Pa. (Penna.)	8104	44.53
Pittsburgh and New Haven, Pa.	2	60.12	Pittsburgh, New Haven, Pa. (B. and E.)	8159	59.04
<i>Pittsburgh, Pa., and St. Louis, Mo.</i>	5	620.08	Pittsburgh, Pa., Columbus, Ohio (Pitta., Cin. and St. L.)	21032	191.00

¹ 17.64 miles covered by Philadelphia and Cape May R. P. O.

² 0.84 miles covered by closed-pouch service. (See Table C.)

³ Clerk on trains 61 and 66 runs between Philadelphia and Bridgeton only, 39.70 miles.

⁴ Cars and clerks shown on route No. 7041.

⁵ Double daily service except Sunday.

⁶ Balance of route (New Castle Junction (n. o.) to New Castle, Pa., 2.90 miles) covered by closed-pouch service. (See Table C.)

⁷ In reserve.

⁸ 16.44 miles covered by Pittsburgh and New Haven R. P. O.

⁹ Cars and clerks shown on route No. 8159.

¹⁰ Clerks run through from Pittsburgh, Pa., to Chicago, Ill., on west trips, but on east trips divide at Crestline, Ohio, beginning and ending runs at Crestline, Ohio. Third clerk of this line performs service from Alliance to Niles, Ohio, 27.93 miles (closed-pouch service) on east trips only.

¹¹ Four clerks and three helpers, in apartment cars, on trains 3 and 10, and three clerks and three helpers, in apartment cars, on trains 1 and 20, Pittsburgh, Pa., to Crestline, Ohio, distance 188.94 miles (see Pittsburgh and Crestline R. P. O.); four clerks and four helpers, in apartment cars, on trains 3 and 8, and four clerks and four helpers, in apartment cars, on trains 1 and 20, Crestline, Ohio, to Chicago, Ill., distance 280.14 miles (see Crestline and Chicago R. P. O.); one clerk detailed chief clerk, Crestline, Ohio; one clerk detailed as-

sistant to chief clerk, Crestline, Ohio; one clerk detailed to clerical duty in office of general superintendent, Washington, D. C.; one clerk detailed transfer clerk, Mansfield, Ohio; one clerk detailed transfer clerk, Crestline, Ohio, and one clerk detailed transfer clerk, Fort Wayne, Ind.

¹² The day line of this R. P. O. runs west, and the day and night lines run east, between Pittsburgh, Pa., and Columbus, Ohio, on same train, but in separate cars, as Pittsburgh and St. Louis R. P. O. A Cincinnati, Ohio, post-office clerk makes complete distribution of Cincinnati, Ohio, city mail on train 5, Newark to Cincinnati, Ohio, distance 152.40 miles, daily except Saturday and Sunday; commenced with June 10, 1890.

¹³ Covered by Pittsburgh and St. Louis R. P. O. (191 miles).

¹⁴ Cars all run through between New York, N. Y., Cincinnati, Ohio, and St. Louis, Mo. (For full equipment of line see New York and Pittsburgh R. P. O., in second division report.

¹⁵ Day line.

¹⁶ Two clerks in apartment cars between Columbus and Cincinnati, Ohio (see Columbus and Cincinnati R. P. O.); five clerks detailed to clerical duty in office of superintendent fifth division, Cincinnati, Ohio; four clerks detailed as printers in same office; one clerk detailed janitor of dormitory at Cincinnati, Ohio, and one clerk detailed transfer clerk at Columbus, Ohio.

¹⁷ Night line.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
Train No. outward.	Avg speed (mi. es).	Train No. inward.	Avg speed (miles).	Length.	Width.									
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,185	July 1, 1889	63 24.00	64 20.18	6	37,622	98.86	1	14 9	8 0			1	1	2
1,316	July 1, 1889	61 19.00	66 20.00	6	34,852		1	18 6	8 4			1	1	
509	July 1, 1889	63 21.00	64 24.00	6			(2)					(2)		
2,528	July 1, 1889	7 19.52	54 21.04	6	17,841	114.00	1	10 0	6 5			1	1	1
5,744	July 1, 1889	29 20.50	22 20.50	6	17,841		1	20 0	8 9			2	1	2
236	July 1, 1889	2 22.20	17 22.20	6	85,274	136.22	1	18 4	8 6					
425	July 1, 1889	2 25.20	17 22.80	6			1	20 0	8 6					
		28 23.68	31 24.00	6	27,826	88.90	2	8 10	8 10			1	1	1
		28 17.68	31 18.26	6			(2)					(2)		
27,731	July 1, 1888	7 34.20	4 25.20	7	342,224	133.94	5	60 0	9 1			7	4	11 63
92,178	July 1, 1889	7 33.60	6 30.00	7	227,132	155.57	(14)					144	4	16 45
26,660	July 1, 1889	5 37.80	2 30.60	7	227,132							174	4	
		7 32.40	6 34.86	7										
		5 34.20	2 32.40	7										
27,731	July 1, 1888	3 24.60	10 24.60	6	128,101	94.47	8	20 4	9 2			4	1	(20)
		1 26.40	20 25.86	6	45,723	125.96						8	2	
128,217	July 1, 1889	42 26.95	47 25.48	6	47,470	151.68	1	14 10	8 8			1	1	1
1,336	July 1, 1889	42 21.77	47 22.12	6			(2)					(2)		
425	July 1, 1889	26 19.33	37 22.45	6	87,635	120.24	1	9 6	8 0			1	1	1
92,178	July 1, 1889	7 33.60	6 30.00	7	305,816	155.02	(2)					248	8	145
		1 30.60	2 30.60	7								24	7	
			20 33.60	7										

¹⁸ Previous to February 10, 1890, there was but single service on Pittsburgh and Crestline R. P. O. Commencing on that date R. P. O. service was placed on trains 1 and 20 between Pittsburgh, Pa., and Crestline, Ohio, in apartment cars. Two helpers on trains 3 and 10, between Crestline, Ohio, and Rochester, Pa., distance 163.30 miles; four days about, except Sunday; and one helper between Pittsburgh and New Castle, Pa., distance 50.40 miles, daily, except Sunday, assists Erie and Pittsburgh R. P. O., Pittsburgh to New Castle, New Castle to Rochester, Pa., and Pittsburgh and Crestline R. P. O., train No. 10, Rochester to Pittsburgh, Pa.

¹⁹ Covered by Pittsburgh and Chicago R. P. O. (188.70 miles).

²⁰ Clerks are appointed to Pittsburgh and Chicago R. P. O., and are shown with that line.

²¹ 31.60 miles covered by New York and Pittsburgh R. P. O.

²² Cars and clerks shown on route No. 8001.

²³ Letter and paper cars are 60 feet long. Cars on this line all run through between New York, N. Y., Cincinnati, Ohio, and St. Louis, Mo. (For full equipment of line see New York and Pittsburgh R. P. O., in second division report.)

²⁴ On trains 7 and 6 clerks run through from Pittsburgh, Pa., to St. Louis, Mo., on train 7, ending runs at Indianapolis, Ind., on east trips.

Cars and clerks on this line run as follows:

²⁵ Two helpers of trains 1 and 20, each making two round trips per week between Richmond,

Ind., and St. Louis, Mo., distance 308.30 miles; four clerks on Indianapolis, Vandalia and St. Louis R. P. O. (see that line); one clerk on Indianapolis and Terre Haute R. P. O. (see that line); one clerk detailed chief clerk Indianapolis, Ind.; two clerks detailed assistants to chief clerk, Indianapolis, Ind.; one clerk detailed chief clerk, Pittsburgh, Pa.; six clerks detailed transfer clerks at Indianapolis, Ind.; two clerks detailed transfer clerks at Columbus, Ohio; two clerks detailed transfer clerks at Terre Haute, Ind.; one clerk detailed transfer clerk, Richmond, Ind.; one porter on train 7, Pittsburgh, Pa., to Coshocton, Ohio (124.50 miles), and return on train 6, daily except Monday; two porters on trains 5 and 2, between Pittsburgh, Pa., and Columbus, Ohio (191 miles), daily, except Monday; two porters on trains 7 and 6, between Pittsburgh, Pa., and Columbus, Ohio (191 miles), daily; one porter on trains 6 and 7, between Richmond and Terre Haute, Ind. (140.80 miles); one porter on trains 1 and 20, between Richmond and Terre Haute, Ind. (140.80 miles).

²⁶ On trains 1 and 20 clerks run in two divisions—Pittsburgh, Pa., to Richmond, Ind., distance 310.70 miles. Second, fifth, and sixth clerks of train 20 perform service in postal car on train 8 on east trips between Indianapolis and Richmond, Ind., distance 68 miles. Third and seventh clerks of train 20 go east from Richmond, Ind., on train 8 to Columbus, Ohio, distance 120 miles, and from Columbus, Ohio, to Pittsburgh, Pa., distance 191 miles, on train 2, with Pittsburgh and Cincinnati R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. Lines upon which railway post-office cars are paid for, in <i>italics</i> .	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Pittsburgh, Pa., and St. Louis, Mo.—Continued.</i>			Columbus, Ohio, Indianapolis, Ind. (Chic., St. L. and Pitts.).	21015	183.37
			Indianapolis, Terre Haute, Ind. (Terre Haute and Ind'pls).	22002	74.39
			Terre Haute, Ind., East St. Louis, Ill. (Terre Haute and Ind'pls).	22044	187.75
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	5	69.05	Pittsburgh, Pa., Steubenville, Ohio (Pitts., Cin. and St. L.).	21032 (part)	(¹)
			Wheeling Junction (n.o.), Wheeling, W. Va. (Pitts., Cin. and St. L.).	12005	24.45
Pittsburgh and Washington, Pa.	2	31.62	Pittsburgh, Mansfield Station, Pa. (P., C. and St. L.).	21032 (part)	(²)
			Mansfield Station, Washington, Pa. (P., C. and St. L.).	8055	22.80
Pittsburgh and West Brownsville, Pa.	2	54.34	Pittsburgh, West Brownsville, Pa. (Penna.).	8081	54.33
Pittsburgh, Pa., and Wheeling, W. Va.	2	72.08	Pittsburgh, Pa., Wheeling, W. Va. (B. and O.).	8040	70.56
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.).	5012	111.13
Placerville and Sacramento, Cal.	8	60.75	Sacramento, Placerville, Cal. (Sacramento and Placerville R. R.).	48005	60.75
Plattsburgh and Saranac Lake, N. Y.	2	72.82	Plattsburgh and Saranac Lake, N. Y. (Chateaugay).	6105	73.73
Plymouth and Concord, N. H.	1	51.40	Plymouth, Concord, N. H. (Con. & Mont.).	³ 1006 (part)	(¹⁰)
Plymouth and Rocky Mount, N. C.	3	72.21	Plymouth, Tarborough, N. C. (Albemarle and Raleigh).	13020	55.94
			Tarborough, Rocky Mount, N. C. (Wilm. and Weldon).	13015	17.97
Portage and Madison, Wis.	10	40.51	Portage, Madison, Wis. (C., M. and St. P.).	25023	38.40
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (F. and P. M.).	24042	87.96
Port Harford and Los Olivos, Cal.	8	79.77	San Luis Obispo, Port Harford, Cal. (Pacific Coast Rwy.).	46041	12.20
			San Luis Obispo, Los Olivos, Cal. (Pacific Coast Rwy.).	46040	67.57
Port Jervis and New York, N. Y. ¹⁴	2	87.77	New York, Port Jervis, N. Y. (N. Y., L. E. and W.).	6001 (part)	(¹¹)
Portland and Airlie, Oregon ¹⁷ .	8	95.52	Portland, Dundee Junction, Oregon (Portland, and Willamette Rwy.).	44004	29.15
			Dundee Junction, Airlie, Oregon (Oregonia Rwy. Co. (limited) Line).	44008	52.60
			Sheridan Junction, Sheridan, Oregon (Oregonia Rwy. Co. (limited) Line).	44009	7.21
<i>Portland, Me., and Boston, Mass.</i>	1	116.70	Portland, Me., Boston, Mass. (Bos. and Me., W. Div.).	3011	116.33
Portland and Corvallis, Oregon.	8	97.90	Portland, Corvallis, Oregon (Oregon and California R. R.).	44002	97.78
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Grand Trunk).	²⁰ 7 (part)	149.71

¹ Covered by Pittsburgh and St. Louis R. P. O. (43.30 miles).² 8.50 miles covered by Pittsburgh and St. Louis R. P. O. (fifth division).³ Double daily service except Sunday.⁴ Cars and clerks shown on route 21632.⁵ 1 clerk detailed as transfer clerk, Bridgeport, Conn.⁶ Sunday service.⁷ Reserve car.⁸ In reserve.⁹ Balance of route covered by Lancaster and Boston R. P. O. (84.96 miles) and closed-pouch service between Lancaster and Groveton Junction, 9.58 miles. (See Table C.)¹⁰ Covered by Lancaster and Boston R. P. O. (5.134 miles).¹¹ This line was extended to begin at Woodsville,

in the United States on June 30, 1890.—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train number taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.		
Lbs.										<i>Ft.</i>	<i>In.</i>		
68,420	July 1, 1889	7 37.20	6 30.60	8 31.39	7 37.20	7							
		1 31.39	20 36.60	12 33.	1 31.39	7							
66,712	July 1, 1889	7 37.20	12 33.	1 34.20	20 36.	7						4	6
63,400	July 1, 1889	7 36	12 28.80	1 35.40	20 37.20	7							
22,178	July 1, 1889	13 19.80	14 19.20			6	43,225	138.10	1	19 0	9 1	1	1
1,716	July 1, 1889	13 19.80	14 18.60			6							
92,178	July 1, 1889	121 13.71	126 13.71	125 16	120 13.71	6	19,794	126.48	1	15 0	9 0	1	1
1,682	July 1, 1889	121 23	126 21.23	125 22.25	120 18.40	6			(4)			(4)	
1,364	July 1, 1886	4 19.87	9 19.63			6	34,017	108.68	1	15 0	8 2	1	1
1,107	July 1, 1889	7 22.41	8 21.30			6	45,123	144.16	1	13 10	8 7	1	1
2,413	July 1, 1889	8 26.93	17 27.49	14 30	9 27.84	6	69,167	110.49	1	14 7	6 0	2	1
			27 25.87			1	11,490		1	14 7	6 0	2	5
761	July 1, 1890	70 19.28	71 19.59			6	38,030	121.50	1	10 0	8 10	1	1
609	July 1, 1889	1 19.63	4 20.			6	45,585	145.64	1	16 0	7 0	1	1
2,853	July 1, 1889	52 25.55	56 36.63			6	32,176	102.80	1	10 0	6 7	1	1
337	Apr. 1, 1890	21 15.98	22 14.91			7	52,713	144.42	1	8 6	6 6	1	1
609	July 1, 1888	21 16.58	22 21.56										
563	July 1, 1887	312 20.71	301 22.08			6	25,359	81.02	1	16 9	7 5	1	1
777	July 1, 1888	343 24.59	382 24.01	383	342	6	54,906	131.57	1	19 0	7 4	2	1
470	July 1, 1890	4 18.30	3 20.91			6	49,936	159.54	1	11 0	5 9	1	1
401	July 1, 1890	4 20.85	3 21.11										
16,149	July 1, 1889	17 19.55	6 26.14	15 27.79	16 30.70	6	54,944	117.02	1	15 6	9 2	3	1
482	July 1, 1890	1 10	2 10.05			6	59,706	95.52	1	15 6	9 2	2	1
328	July 1, 1890	1 10	2 10.30						2	17 2	9 1	1	2
135	July 1, 1890	1 10.80	2 10.60							18 0	7 6	2	1
7,761	July 1, 1889	70 25.66	75 26.65	122 25.68	7 25.20	6	73,054	116.70	1	41 9	8 11	2	3
						6	73,054		1	25 0	8 10	2	2
962	July 1, 1890	2 21.44	1 21.44			6	61,342	97.99	2	41 10	8 10	2	1
2,463	July 1, 1889	2 21.83	1 25.22			6	93,762	99.85	1	21 6	7 6	3	1
									1	22 6	7 8		

N. H., and end at Boston, Mass., and 2 additional clerks appointed. The extension has not taken effect as yet, and clerks have not commenced service.

¹² This clerk has relief every fourth week.

¹³ Held in reserve.

¹⁴ Short run, New York and Dunkirk R. P. O.

¹⁵ 87.79 miles covered by the New York and Dunkirk R. P. O.

¹⁶ Clerks accounted for on N. Y. and Dunkirk R. P. O.

¹⁷ Reported last year as Portland and Coburg; routes retested and line reorganized.

¹⁸ Clerk detailed to superintendent's office.

¹⁹ Reserve cars.

²⁰ Balance of route covered by closed pouch between Island Pond and Norton's Mills (16.33 miles). (See Table C.)

²¹ 2 clerks on short run and 2 clerks as helpers.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Portland, Me., and Island Pond, Vt., short run.	1	92.16	Portland, Me., Gorham, N. H. (Grand Trunk).	17 (part)	(¹)
Portland and Nazareth, Pa.	2	29.96	Portland, Nazareth, Pa. (B. and P.)	8128	27.60
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. and Roch.).	8 (part)	(²)
<i>Portland, Oregon, and San Francisco, Cal.</i> ³	8	774.16	Portland, Ashland, Oregon (Oregon and California R. R.).	44001	342.58
			Ashland, Oregon, Roseville, Cal. (Central Pac. R. R.).	46003	323.80
			Roseville, San Francisco, Cal. (Central Pacific R. R.).	46001 (part)	(¹²)
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., Fabyan House, N. H. (Me. Cen.).	10	92.07
			Fabyan House, N. H., So. Lunenburg, Vt. (Me. Cen.).	1017	20.72
Portland, Me., and Swanton, Vt., short run.	1	72.87	So. Lunenburg, Swanton, Vt. (Boa. and Me.).	2011	117.70
			Portland, Me., Bartlett, N. H. (Me. Cen.).	10 (part)	(¹⁴)
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. and Roch.).	8	54.76
			Rochester, N. H., Worcester, Mass. (Boa. and Me., W. N. and P. Div.).	1012	94.61
Portland, Me., and Worcester, Mass., short run.	1	46.76	Nashua, N. H., Worcester, Mass. (Boa. and Me., W. N. and P. Div.).	1012 (part)	(¹²)
Portsmouth and Cincinnati, Ohio.	5	107.96	Portsmouth, Cincinnati, Ohio (Ohio and Northwest.).	21052	107.32
Portsmouth and Concord, N. H.	1	59.26	Portsmouth, Concord, N. H. (Con. and Mont.).	1002	59.32
Portsmouth and Manchester, N. H. (short run of Portsmouth and Concord).	1	41.52	Portsmouth, Manchester, N. H. (Con. and Mont.).	1002 (part)	(¹⁴)
Pottsville and Philadelphia, Pa.	2	94.18	Pottsville, Philadelphia, Pa. (P. and R.) ...	8002	93.02
Pottsville, Tamaqua and Herndon, Pa.	2	78.74	Pottsville, Herndon, Pa. (P. and R.)	8018	77.71
Powers, Mich., and Florence, Wis.	10	42	Powers, Mich., Florence, Wis. (Chl. and No. West.).	24032 (part)	41.54
Princeton, Ky., and Clarksville, Tenn.	5	56.52	Princeton, Ky., Clarksville, Tenn. (Louis. and Nash.).	19034	57.53

¹ Balance of route covered by closed-pouch service between Island Pond and Norton's Mills, (16.33 miles). (See Table C*.)

² Covered by Portland and Island Pond R. P. O. (149.71 miles).

³ Shown in column 17, Portland and Island Pond R. P. O.

⁴ In reserve.

⁵ Balance of route (2.28 miles) not covered.

⁶ Covered by Portland and Worcester R. P. O. (52.50 miles).

⁷ Clerk runs as helper from Rochester to Portland with Portland and Worcester R. P. O.

⁸ Shown in column 17, Portland and Worcester R. P. O.

⁹ Line divided at Ashland, Oregon.

¹⁰ 40-foot cars authorized, San Francisco to Redding, Cal., and Portland to Ashland, Oregon.

¹¹ 5 clerks Portland to Ashland; 5 clerks Ashland to San Francisco; 2 clerks short run Portland to Eugene City; 2 clerks short run Sacramento to Red Bluff, Cal.; 1 city distributor for Portland; 1 helper from Portland to Salem, Oregon; 2 helpers San Francisco to Marysville, Cal.

¹² 108.20 miles route 46001 covered by Ogden, Utah and San Francisco, Cal., R. P. O.

¹³ 1 clerk on short run (72.87 miles).

¹⁴ Reserve car.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hours (train num- ber taken from di- vision schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.	
		Train No. outward.	Avg speed (miles).					Train No. inward.	Avg speed (miles).				Length.	Width.
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>				
2,463	July 1, 1889	430.77	525.53	6	57,092	92.16	1	15 9	7 6	2	1	(⁹)	
455	July 1, 1889	215	516.57	6	18,755	59.92	1	15 6	7 6	1	1	1	
							4	9 0	6 6				
							4	7 1	6 9				
							4	6 0	6 8				
2,319	July 1, 1889	234.96	(⁷)	(⁷)	3	16,507	105.48	1	14 10	8 10	1	1	(⁹)
6,213	July 1, 1890	1618.34	1519.31	7	250,818	187.43	106	40 6	9 52	10	1	11	18
5,949	July 1, 1890	1618.66	1617.86	7	314,323	172.23							
32,785	July 1, 1890	1621.39	1526.97	7	89,848	123.08	2	25 0	9 0	2	1		
		1419.07	1319	7	90,251	135.96	1	20 0	8 6	2	1		
		1226.46	1126.46	7			1	16 0	8 0	4	1	13	5
1,825	July 1, 1889	15422.28	7122.74	6	143,795	116.45	1	13 4	6 10				
							1	17 0	6 6				
999	July 1, 1889	15420.46	7117.87				1	16 0	8 6	1	1	(¹⁷)	
1,825	July 1, 1889	15824.68	15124.68	6	45,616	145.74	1	13 9	6 10				
							1	10 0	7 0				
2,319	July 1, 1889	427.12	825.96	6	92,234	96.22	1	24 1	9 0	3	2	13	8
							1	17 7	2 0				
2,525	July 1, 1889	418.85	829.01				10	18 3	8 9				
							10	15 9	9 0				
2,525	July 1, 1889	420.46	722.10	6	26,271	93.52	1	15 4	8 10	1	1	(¹⁷)	
956	Oct. 1, 1889	4224.60	4125.20	6	67,583	107.96	1	20 0	7 11	2	1	2	
1,155	July 1, 1889	5818.76	5723.40	6	87,090	118.50	1	15 0	6 10	1	1	2	
							1	10 0	6 10				
							1	13 0	6 10				
1,155	July 1, 1889	5018.88	5923.14	6	25,991	83.04	1	15 0	6 10	1	1	(²⁰)	
5,192	July 1, 1889	230.15	331.88	6	58,925	131.78	1	15 0	8 6	5	1	2	8
		431	2121.88	6	58,925	.....	1	20 0	8 6				
		624	524.80	6	58,925	.....	1	20 0	8 7				
		1025.95	.....	3	29,463	.....	1	14 10	8 6				
							4	15 0	8 8				
972	July 1, 1889	118.72	418.35	6	49,291	136.38	1	14 9	8 6	1	1	2	
		322.78	223	6	36,083	.....	1	14 3	8 9	1	1		
							1	11 8	6 10				
							4	15 0	9 0				
1,070	July 1, 1888	823.82	525.27	14	61,320	168	1	35 4	9 3	1	1	1	
		625.02	722.74										
119	July 1, 1888	118	215.60	6	25,382	113.04	1	9 5	8 10	1	1	1	

¹² Balance of route covered by Portland and Swanton R. P. O. (20.07 miles).¹³ Covered by Portland and Swanton R. P. O. (72 mile.).¹⁷ Shown in column 17, Portland and Swanton R. P. O.¹⁸ 1 clerk on short run (46.76 miles); 1 clerk on Portland and Rochester R. P. O. (52.74 miles).¹⁹ Reserve cars.²⁰ Balance of route covered by Portland and Worcester R. P. O. (48.04 miles).²¹ Covered by Portland and Worcester R. P. O. (46.57 miles).²² 1 clerk on Portsmouth and Manchester R. P. O.²³ Balance of route covered by Portsmouth and Concord R. P. O. (17.92 miles).²⁴ Covered by Portsmouth and Concord R. P. O. (41.46 miles).²⁵ Shown in column 17, Portsmouth and Concord R. P. O.²⁶ 2 helpers and 1 transfer clerk at Reading, Pa.²⁷ Service 4 times a day outward and 3 inward.²⁸ Trains 2 and 3 run only between Pottsville and Shamokin (57.64 miles).²⁹ Balance of route (16.21 miles) covered by Crystal Falls, Mich., and Florence, Wis., closed-pouch service. (See Table C.)

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of routes	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Prosser, Nebr. and Concordia, Kans. ¹	7	108.03	Prosser, Nebr., Warwick, Kans. (Pac. in Nebr.).	33094	72.18
			Warwick, Yuma (n. o.), Kans. (C. B. U. P.).	33027	80.86
			Yuma (n. o.), Concordia, Kans. (C. B. U. P.)	33026	(²)
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y., Prov. and Bos.).	(part) 4002	(³)
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. and Sp'g.)	4006	23.24
Providence, R. I., and Willimantic, Conn.	1	50.04	Providence, R. I., Willimantic, Conn. (N. Y. and N. Eng.)	4003	58.56
Pueblo and Silverton, Colo. ⁴	7	.....	Pueblo, Cucharas, Colo. (D. and R. G.).....	38001	⁵ 49.70
East division		331.35	Cucharas, Antonito, Colo. (D. and R. G.) ..	(part) 38004	⁶ 109.52
West division		45.95	Antonito, Silverton, Colo. (D. and R. G.).....	39002	217.05
Pulaski City and Ivanhoe Furnace, Va.	3	32.24	Pulaski City, Ivanhoe Furnace, Va. (Norfolk and Western).	11039	32.25
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy, Fall Creek, Ill. (Chi., Bur. and Qcy).	¹⁰ 23041	13.10
			Fall Creek, Ill., Louisiana, Mo. (Chi., Bur. and Qcy).	(part) 23079	82.10
Quincy, Ill., and Trenton, Mo.	7	137.10	Quincy, Ill., Trenton, Mo. (Q., O. and K. C.).	28019	137.53
Racine, Wis., and Rock Island, Ill.	10	197.88	Racine, Wis., Rock Island, Ill. (C., M. and St. P.).	25024	197.85
Raleigh and Gibson's Station, N. C.	3	108.80	Raleigh, Hamlet, N. C. (Ral. and Aug. Air Line.)	13010	97.52
			Hamlet, Gibson's Station, N. C. (Ral. and Aug. Air Line.)	13034	10.50
Reading and Quarryville, Pa. . . .	2	57.50	Reading, Sinking Springs, Pa. (P. and R.).	8073	(¹²)
			Sinking Springs Junction, Pa. (R. and C.).	(part) 8031	¹⁴ 28.40
Reading, Pa., and Wilmington, Del.	2	74.07	Junction, Quarryville, Pa. (P. and R.).....	8137	23.31
Red Bank and Bridgeton, N. J.	2	95.30	Reading, Pa., Wilmington, Del. (W. and N.).	8054	74.60
			Red Bank, Eatontown, N. J. (C. of N. J.)....	7049	4.13
			Eatontown, Whiting, N. J. (C. of N. J.)....	(part) 7026	¹⁶ 29.97
			Whiting Atsion, N. J. (C. of N. J.)	7029	24.35
Redding and Sacramento, Cal. . .	8	171.41	Atsion, Bridgeton, N. J. (C. of N. J.).....	(part) 7031	37.67
			Redding, Tehama, Cal. (Central Pacific R. R.).	48003	(¹⁸)
			Tehama, Davisville, Cal. (Central Pacific R. R.).	(part) 48022	111.64
Red Oak, Iowa and Lincoln, Nebr.	6	118.57	Davisville, Sacramento, Cal. (Central Pacific R. R.).	48001	(¹⁹)
			Red Oak, Iowa, Nebraska City, Nebr. (Chi. Bur. and Qcy.).	(part) 27074	53.13
			Nebraska City, Lincoln, Nebr. (Nebraska).	²¹ 34005	58.15
Red Wing and Mankato, Minn. . . .	10	94.62	Red Wing, Mankato, Minn. (Minn. and St. Louis).	(part) 26048	95.16
Reno and Preston, Minn.	10	57.70	Reno, Preston, Minn. (C., M. and St. P.) ..	26032	57.06

¹ Reported last year as the Prosser, Nebr., and Yuma, Kans., R. P. O.; increased distance 5.13 miles.

² 4.90 miles of route 33026, Yuma (n. o.) to Concordia, Kans., covered by Atchison and Leona, Kans., R. P. O.

³ Covered by Boston, Providence and New York R. P. O. (64.21 miles).

⁴ Reserve car.

⁵ This line divides on Durango, Colo.

⁶ 120.28 miles of route 38001, between Denver and Pueblo, Colo., covered by the Denver and Aspen

R. P. O., and 37.10 miles, between Cucharas and El Moro, Colo., covered by closed-pouch service. (See Table C*.)

⁷ 1 clerk detailed to transfer service at Pueblo, Colo.

⁸ Service performed daily between Pueblo and Alamosa, Colo., 130.70 miles, and daily, except Sunday, between Alamosa and Durango, Colo., 200.65 miles.

⁹ 91.47 miles of route 38004, between Antonito, Colo., and Espanola, N. Mex., covered by Antonito, Colo., and Santa Fe, N. Mex., R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
279	July 1, 1890	408 14	407 14.44	7	77,882	108.02	2	10 9	7 4	2	1	2
857	July 1, 1890	408 13.72	407 11.22	7								
1,607	July 1, 1890	408 11.76	407 11.76	7								
15,606	July 1, 1889	5 26.47	20 27.42	6	40,840	130.48	1	16 0	6 9	1	1	2
		29 25.85	44 27.42	6	40,840	.....	1	16 3	6 11	1	1	
851	July 1, 1889	53 21.22	54 19.71	6	14,867	95	1	6 9	6 5	1	1	1
		61 18.39	58 23	6	14,867							
972	July 1, 1889	7 25.99	4 25.06	6	36,950	11 08	4	6 9	5 2	1	1	1
							1	20 5	8 9			
4,393	July 1, 1890	7 27.11	8 28.70	7	.....	.....	2	15 14	7 6			
							2	13 84	7 5	5	1	7
1,110	July 1, 1890	107 23.90	108 23.90	7	221,018	131.07						
941	July 1, 1890	107 16.17	108 16.98	6	28,765	91.90				1	1	
222	July 1, 1890	487 10.85	488 11.30		20,182	64.48	1	11 0	6 9	1	1	1
		17 21.19	20 21.19	6								
643	July 1, 1887	91 17.34	92 19.50	6	28,145	89.92	1	11 11	6 11	1	1	1
214	July 2, 1887	91 14.22	92 12	.....			11	11 44	6 74			
668	July 1, 1887	1 19.59	2 20.31	6	85,825	137.10	1	24 4	7 4	2	1	2
							12	15 3	7 4			
2,231	July 1, 1887	73 20.22	74 18.93	6	123,872	98.94	1	20 1	9 1	4	1	4
							1	24 0	9 3			
							12	25 0	9 3			
686	July 1, 1888	41 28.54	38 28.54	6	68,109	108.80	1	12 6	8 6	2	1	2
168	July 1, 1889	41 14	38 14									
3,437	July 1, 1889	1 27.69	4 30	6	35,995	115	2	12 0	8 11	1	1	1
536	July 1, 1889	1 14.48	4 24.34	6	.....	.....	(14)	.....	.....	(15)		
687	July 1, 1889	1 18	4 18.40	6	.....	.....	(16)	.....	.....	(18)		
258	July 1, 1889	10 31.14	3 21.65	6	46,368	148.14	1	10 0	6 9	1	1	1
							12	6 3	5 7			
382	July 1, 1889	312 21.10	313 22.05	6	59,595	190.40	2	7 0	6 6	1	1	1
671	July 1, 1889	312 22.45	313 29.45	6	.....	.....	(17)	.....	.....	(17)		
277	July 1, 1889	312 32.30	313 32.23	6	.....	.....	(18)	.....	.....	(17)		
230	July 1, 1889	312 25.12	313 23.15	6	.....	.....		.....	.....
5,949	July 1, 1890	18 32.09	17 32.09	7	125,129	114.27	2	25 0	8 11	3	1	3
2,914	July 1, 1890	18 18.31	17 26.06									
32,785	July 1, 1890	19 26.46	20 26.46									
1,034	July 1, 1887	151 28.91	150 30.30	6	71,095	113.57	2	21 0	8 11	2	1	2
1,949	July 1, 1890	81 26.79	82 27.84									
800	Aug. 3, 1888	22 15.60	21 15.83	6	59,232	189.24	1	24 8	10 9	1	1	1
160	July 1, 1887	37 18.64	38 18.64	6	36,120	115.46	1	11 1	7 11	1	1	1

¹⁰ Balance of route, Fall Creek, Ill., to Hannibal, Mo. (6.08 miles), covered by closed pouches. (See Table C⁹).

¹¹ Reserve.

¹² In reserve.

¹³ 6 miles covered by Allen and Harris R. P. O.

¹⁴ 11.73 miles covered by closed-pouch service. (See Table C⁹).

¹⁵ Cars and clerks shown on route 8073.

¹⁶ 11.81 miles covered by closed-pouch service. (See Table C⁹).

¹⁷ Cars and clerks shown on route 7049.

¹⁸ 46.54 miles of route 46003 covered by Portland, Oregon, and San Francisco, Cal., R. P. O.

¹⁹ 13.23 miles of route 46001 covered by Ogden, Utah, and San Francisco, Cal., R. P. O.

²⁰ 1 car in reserve.

²¹ Balance of route covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O. (27.56 miles), and by Lincoln and Crawford, Nebr., R. P. O. (51.70 miles).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Reno and Virginia City, Nev...	8	<i>Miles.</i> 53.08	Reno, Virginia City, Nev. (Virginia and Truckee R. R.)	45001	53.08
Republican City, Nebr., and Oberlin, Kans.	6	78.87	Republican City, Nebr., Oberlin, Kans. (B. and M. R. in Nebr.)	24032	78.78
Richford and St. Albans, Vt...	1	28.91	Richford, St. Albans, Vt. (Cen. Vt.)	2007	28.06
Richland and Niagara Falls, N. Y.	2	181.40	Richland, Oswego, N. Y. (R. W. and O.)	6034	29.02
			Oswego, Suspension Bridge, N. Y. (R. W. and O.)	6038	181.12
			Suspension Bridge, Niagara Falls, N. Y. (N. Y. C. and H. R.)	6016 (part)	(⁶)
Richland and Syracuse, N. Y.	2	42.83	Richland, Pulaski, N. Y. (R. W. and O.)	6034 (part)	(⁷)
			Pulaski, Syracuse, N. Y. (R. W. and O.)	6037	88.61
Richmond and Danville, Va...	8	141.08	Richmond, Danville, Va. (Rich. and Dan.)	11036	140.83
Richmond, Va., and Hinton, W. Va.	8	272.86	Richmond, Va., Hinton, W. Va. (Ches. and Ohio)	*11605 (part)	272.11
Richmond, Lynchburgh, and Clifton Forge, Va.	8	230.55	Richmond, Lynchburgh, Va. (Ches. and Ohio)	11023	147.04
			Lynchburgh, Clifton Forge, Va. (Ches. and Ohio)	11027	86.06
Richmond and Stanford, Ky	5	34.94	Richmond, Stanford, Ky. (Ky. Cen.)	20030	34.91
Ridgway and Erie, Pa. ¹¹		119.48	Ridgway, Erie, Pa. (Penna.)	8022 (part)	(¹⁴)
Rincon and Silver City, N. Mex.	7	101.12	Rincon, Deming, N. Mex. (A., T. and S. F.)	24006 (part)	*53.83
			Deming, Silver City, N. Mex. (A., T. and S. F.)	39006 (part)	47.86
Roanoke and Opelika, Ala.	4	68	Roanoke, Opelika, Ala. (Sav. and West. R. R.)	17014	29.38
			Opelika, Ala., Columbus, Ga. (Sav. and West. R. R.)	17007	(¹⁵)
Rochester and Elmira, N. Y.	2	112.50	Rochester, Corning, N. Y. (N. Y., L. E. and W.)	6005	96.26
			Corning, Elmira, N. Y. (N. Y., L. E. and W.)	6001 (part)	(¹⁶)
Rochester and Olean, N. Y.	2	108.23	Rochester, Hinsdale, N. Y. (W., N. Y. and P.)	6123	101.75
			Hinsdale, Olean, N. Y. (W., N. Y. and P.)	6058 (part)	(¹⁷)
Rochester, N. Y., and Punxsutawney, Pa.	2	230.98	Rochester, Salamanca, N. Y. (B., R. and P.)	6102 (part)	100.19
			Bradford Junction, Punxsutawney, Pa. (B., R. and P.)	6127 (part)	*118.70
Rochester and Suspension Bridge, N. Y.	2	74.89	Rochester, Suspension Bridge, N. Y. (N. Y. C. and H. R.)	6018 (part)	*75.7
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, High Bridge, N. J.	7046	30.66

¹ 1 car in reserve.² Double service from April 1, 1890.³ In reserve.⁴ 2 clerks on Suspension Bridge and Buffalo R. P. O.⁵ Cars and clerks shown on route 6034.⁶ 1.80 miles covered by Suspension Bridge and Buffalo R. P. O.⁷ 4.30 miles covered by Richland and Niagara Falls R. P. O.⁸ 146 miles covered by the Hinton and Cincinnati R. P. O., and 67.43 miles covered by the Norfolk, Newport News, and Richmond R. P. O.⁹ 4 helpers perform service on train 1 between Richmond, Va., and Hinton, W. Va., re-

turning as helpers in the Washington and Hinton R. P. O., train 4, to Charlottesville, Va., daily, from which point they perform local service alone on train 4 to Richmond, Va., daily (except Sunday), making 6 additional half trips per week between Charlottesville and Richmond, Va. (96.40 miles). In use between Richmond, Va., and Cincinnati, Ohio. Reserve cars.

¹⁰ 2 in reserve.¹¹ Short run of Williamsport and Erie R. P. O.¹² 119.48 miles covered by Williamsport and Erie R. P. O.¹³ Clerks accounted for by Williamsport and Erie R. P. O.

in the United States on June 30, 1890.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,000	July 1, 1890	121.23	22.11	7	38,748	106.16	1	18 11	8 5 ¹	1	1	1	1	1
702	July 1, 1890	121.26	122.26	6	49,873	157.74	12	18 2 ¹	8 8	1	1	1	1	1
451	July 1, 1889	222.39	3.24	6	18,097	115.64	1	8 4	7 0	1	1	1	1	1
1,375	July 1, 1889	429	12.44	.....	13.90	6	24,510							
1,573	July 1, 1889	429	726.58	6	113,556	120.93	82	22 10	6 10	3	1	45		
1,573	July 1, 1889	424.16	727.04	6			(⁵)	23 4	7 0		(⁵)			
12,047	July 1, 1889	413	712	6			(⁵)				(⁵)			
1,375	July 1, 1889	12837.50	123.30	6	20,499	84.66	1	8 6	7 0	1	1	1	1	1
918	July 1, 1889	12821.76	123.26.11	6			(⁵)				(⁵)			
3,306	July 1, 1889	5027.18	5125.14	7	102,988	94.05	2	41 6	9 0	3	1	3		
2,614	July 1, 1889	130.80	223.66	7	199,188	136.43	4	20 0	9 0	4	1	8		
716	July 1, 1889	924.50	1022.91	6	30,173		8	20 0	9 0					
706	July 1, 1889	924.01	1023.47	6	144,324	115.27	104	16 4	9 0	4	1	4		
299	July 1, 1885	1810.80	1711.64	6	21,872	69.88	1	8 0	6 6	1	1	1		
2,948	July 1, 1889	1723.41	1826.44	6	74,794	119.46	1	15 0	8 0	2	1	(19)		
8,446	July 1, 1890	72319.57	72420.18	7	73,818	101.12	1	20 8 ¹	9 4	2	1	2		
630	July 1, 1890	72317.96	72416.89	7			1	13 4 ¹	9 3 ¹					
274	July 1, 1888	821.2	721.2	6	42,568	136	1	12 2	2 7	1	1	1		
-----		826.5	726.5	6										
3,120	July 1, 1889	10227.14	10326.51		70,425	112.50	1	20 0	9 0	2	1	2		
16,149	July 1, 1889	10228.33	10330	6			(17)				(17)			
571	July 1, 1889	20224	20525	6	67,752	125.10	12	16 0	8 10	2	1	2		
1,680	July 1, 1889	20221	20521	6			(19)				(20)			
931	July 1, 1889	128.80	427	6	144,593	115.49	14	15 0	9 4	4	1	4		
486	July 1, 1889	118.07	419	6			(21)				(22)			
4,660	July 1, 1889	1127.75	2626.11	6	46,881	90.85	1	21 0	8 4	3	1	25		
		2127.75	1026.11	6	46,881		1	20 0	8 4					
117	July 1, 1889	526.80	425.71	6	19,137	76.34	51	21 0	8 4					
							1	8 0	6 8	1	1	1		

¹⁴ 348.09 miles of route 38006, between La Junta, Colo., and Albuquerque, N. Mex., covered by La Junta and Albuquerque R. P. O., and 177.14 miles, between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O.

¹⁵ 29 miles reported as Macon and Birmingham R. P. O.

¹⁶ 17 miles covered by New York and Dunkirk R. P. O.

¹⁷ Cars and clerks shown on route 6005.

¹⁸ Clerks alternate with Danville and Buffalo R. P. O.

¹⁹ 6.96 miles covered by Buffalo and Emporium R. P. O.

²⁰ Cars and clerks shown on route 6123.

²¹ 3.26 miles covered by closed-pouch service. (See Table C.)

²² Cars and clerks shown on route 6102.

²³ 1 transfer clerk at Suspension Bridge, N. Y., 1 clerk on Suspension Bridge and Buffalo R. P. O.

²⁴ 1.80 miles covered by closed-pouch service (See Table C.)

²⁵ Double daily service, except Sunday.

²⁶ Clerk on Mondays runs as helper on train No. 10, N. Y., Somerville, and Easton R. P. O., thus making 1 round trip a week.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Rockford, Ill., and Mineral Point, Wis.	10	115.09	Rockford, Rockton, Ill. (C., M. and St. P.). Rockton, Ill., Beloit, Wis. (C., M. and St. P.). Beloit, Janesville, Wis. (C., M. and St. P.). Janesville, Gratiot, Wis. (C., M. and St. P.). Gratiot, Mineral Point, Wis. (C., M. and St. P.).	23096 25024 25036 25004 25020 (part) (part)	16.37 (¹) 15.72 55.80 25.79
Rock Island and Peoria, Ill.	6	92.20	Rock Island, Peoria, Ill. (R. Isl. and Peo.)	23040 (part)	91.82
Rock Island, Ill., and St. Louis, Mo.	6	248.99	Rock Island, Ill., St. Louis, Mo. (Chi., Bur. and Qey.).	23005	247.71
Rockland and Beaumont, Tex.	11	73.52	Rockland, Beaumont, Tex. (S. and E. T.)	81029	75.86
Rockland and Portland, Me.	1	88.42	Rockland, Woolwich, Me. (Knox. and Lin.). Bath, Brunswick, Me. (Me. Cen.)	15 11	49.33 9.21
			Brunswick, Portland, Me. (Me. Cen.)	76 (part)	(²)
Rogersville and Bull's Gap, Tenn.	8	16.27	Rogersville, Bull's Gap, Tenn. (E. Tenn., Va., and Ga.).	19003	16.73
Rome, Ga., and Attalla, Ala.	4	63.70	Rome, Ga., Attalla, Ala. (E. T., V. and G. R. R.).	17033	63.70
Rondout and Stamford, N. Y.	2	74.36	Rondout, Stamford, N. Y. (W. and D.)	6073 (part)	74.35
Rosenberg and Cuero, Tex.	11	120.29	Rosenberg, Victoria, Tex. (N. Y., T. and M.). Victoria, Cuero, Tex. (G. W., T. and P.)	81036 81019 (part)	92.00 27.09
Rouse's Point and Albany, N. Y. ¹³	3	113.90	Rouse's Point, West Chazy, N. Y. (D. and H. C.). West Chazy, Albany, N. Y. (D. and H. C.).	6033 6026 (part)	14.48 178.91 (¹⁷)
		101.55	Rutland, Castleton, Vt. (D. and H. C. Co.). Castleton, Vt., Whitehall, N. Y. (D. and H. C. Co.).	6024 (part) 6098	(¹⁸) 14.38
Rumsey and Elmira, Cal. ¹⁰	8	51.75	Elmira, Rumsey, Cal. (Vaca Valley and Clear Lake R. R.).	40015	51.50
Rutherfordton, N. C., and Kingsville, S. C.	4	188.73	Rutherfordton, N. C., Camden, S. C. (U. C. and C. R. R.). Camden, Kingsville, S. C. (S. C. R. R.)	14027 14018	149.90 39.03
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa, (Chi., R. Isl'd. & Pac.). Tara, Des Moines, Iowa (Chi., R. Isl'd. and Pac.).	27087 27031	55.40 82.91
Rutland and Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.). North Bennington, Vt. State Line (n. o.) (Benn. Rut.). State Line (n. o.), Hoosac Junction, N. Y. (Fitch.). Hoosac Junction, Troy, N. Y. (Fitch.)	715 (part) 2018 6116 3021 (part)	52.75 2.02 5.04 (²⁰)

¹ Distance (8.40 miles) covered by Racine, Wis., and Rock Island, Ill., R. P. O.² In reserve.³ Balance of route (19.70 miles) covered by Milton Junction and Janesville, Wis., and Gratiot and Shullburgh, Wis., closed-pouch service. (See Table C.)⁴ Balance of route (7.15 miles) covered by Gratiot, Wis., and Warren, Ill., closed-pouch service. (See Table C.)⁵ Reserve.⁶ 1 helper.⁷ Balance of route covered by Bangor and Boston R. P. O. (108.05 miles).⁸ Covered by Bangor and Boston R. P. O. (39.10 miles).⁹ 1 reserve car.¹⁰ 4 miles covered by closed-pouch service. (See Table C.)¹¹ Double daily service, except Sunday.¹² 27.20 miles of route 31018, between Victoria and Port Lavaca, Tex., covered by closed-pouch service. (See Table C.)

in the United States on June 30, 1890—Continued.

Average weight of mail, whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
1,595	July 22, 1888	40	25.88	35	30.19	6	72,422	115.00	1	20 0	9 3	2
2,231	July 1, 1887	40	20.40	35	20.40				1	20 0	8 9	
103	July 1, 1887	40	30	35	30							
964	July 1, 1887	128	24	18	28.24							
1,015	July 1, 1887	131	91	18	27.27							
1,104	July 1, 1887	227	30	37	30	6	57,717	92.24	1	16 2	9 0	2
2,233	July 1, 1887	223	52	123	52	7	181,703	124.49	1	15 6	9 0	2
362	July 1, 1890	103	18.38	104	18.30	7	53,669	147.04	1	22 2	8 10	1
2,371	July 1, 1889	421	77	54	18.45	6	55,350	117.89	1	24 2	9 2	1
3,905	July 1, 1889	618	45	19	21.14	6	55,350		1	15 0	6 9	2
19,168	July 1, 1889	426	10	54	30.70	6			2	16 0	6 7	2
		628	99	19	26.10							
		429	10	54	32.94							
		629	10	19	26.65							
272	July 1, 1888	75	16	76	16	6	10,185	82.54	1	5 4	6 5	1
179	July 1, 1889	117	4	2	18	6	39,748	127.4	2	8 4	6 10	1
1,380	July 1, 1889	319	30	10	21.13	6	46,562	109.69	1	20 0	8 10	3
		918	89	6	20.65	6	46,562		1	20 0	8 10	1
841	July 1, 1890	152	25.84	151	23.64	7	87,811	120.39	1	20 0	8 10	2
221	July 1, 1890	152	23.73	151	23.73				2	23 7	9 2	1
4,692	July 1, 1889	431	11	131	11	6	134,872	118.90	1	22 11	9 1	2
6,907	July 1, 1889	419	20	120	11	6			2	21 0	7 0	1
1,048	July 1, 1889	431	58	125		6			1	20 0	8 10	2
2,027	July 1, 1889	430		125		6			1	26 0	8 10	2
451	July 1, 1890	51	12.11	52	12.41	6	32,396	164.40	1	15 0	8 10	1
316	Feb. 25, 1889	53	24.86	54	21.03	6	19,062		1	20 0	8 2	3
499	July 1, 1888	152	20.70	153	22.50	6	137,772	125.82	1	21 0	8 7	1
1,161	July 1, 1887	152	25.30	153	25.30	6			1	20 0	8 2	2
3,392	July 1, 1885	54	22.76	53	23.57	6	86,131	137.59	1	17 8	6 7	1
2,800	July 1, 1889	54	24	53	25.23	6			1	18 0	8 7	2
4,215	July 1, 1889	430	59	173	27.15	6	63,328	85.19	1	18 2	9 4	1
4,315	July 1, 1889	430		173	27.75				1	13 0	9 2	2
8,129	July 1, 1889	418	90	173	21.60							
		424	51	173	23.02							

¹² This R. P. O. is in two divisions: Rouse's Point, N. Y., to Whitehall, N. Y., and Albany, N. Y., to Rutland, Vt. 113.90 and 101.55 miles, respectively.

¹⁴ 1 car in reserve.

¹⁵ Transfer clerks at Albany; 2 transfer clerks at Troy, N. Y.; 1 helper.

¹⁶ Cars and clerks shown on route 6033.

¹⁷ 11.75 miles covered by closed-pouch service. (See Table C.)

¹⁸ 67 miles covered by Rutland and Troy R. P. O.

¹⁹ Cars and clerks shown on route 6024.

²⁰ New service established Oct. 9, 1889.

²¹ 6 additional round trips between Elmira and Esposito (30.45 miles).

²² Reserve car.

²³ Balance of route covered by closed-pouch service between North Bennington and Bennington, (5.07 miles). (See Table C.)

²⁴ Balance of route covered by Boston and Troy R. P. O. (163.59 miles).

²⁵ Covered by Boston and Troy R. P. O. (35.33 miles).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Rutland, Vt., and Troy, N. Y. . .	2	<i>Miles.</i> 85.84	Rutland, Vt., Eagle Bridge, N. Y. (D. and H. C. Co.). Eagle Bridge, Troy, N. Y. (Fitchburg.) . .	6024 6067 (part)	62.90 (¹)
Sacramento and San Francisco, Cal.	8	140.90	Sacramento, San Francisco, Cal. (Central Pacific R. R.).	46028	140.56
Sag Harbor and New York, N. Y.	2	100.75	Sag Harbor, Long Island City, N. Y. (L. I.).	0002	98.93
St. Albans, Vt. and Boston, Mass.	1	265.40	St. Albans, White River Junction, Vt. (Cen. Vt.). White River Junction, Vt., Concord, N. H. (Bos., Me., Low. Sys.). Concord, Nashua, N. H. (Cen. & Mont.) . .	¹ 2002 (part) 1008 1001	120.50 69.76 36.30
St. Albans, Vt., and Ogdensburgh, N. Y.	2	142.15	Nashua, N. H., Boston, Mass. (Bos., Me., Low. Sys.). St. Albans, Vt., Rouse's Point, N. Y. (C. Vt.). Rouse's Point, Ogdensburgh, N. Y. (O. and L. C.).	2002 (part) 6053	¹¹ 24.27 119.19
St. Albans, Vt., and Troy, N. Y.	1	184.69	St. Albans, Essex Junction, Vt. (Cen. Vt.). Essex Junction, Rutland, Vt. (Cen. Vt.). Rutland, North Bennington, Vt. (Benn. and Rut.). North Bennington, Vt., State Line (n. o.), (Benn. and Rut.). State Line (n. o.), Hoosac Junction, N. Y. (Fitch.). Hoosac Junction, Troy, N. Y. (Fitch.) . . .	¹² 2002 (part) ¹³ 2003 (part) ¹⁴ 2015 (part) 2018 6116 ¹⁵ 3021 (part)	(¹⁶) (¹⁷) (¹⁸) (¹⁹) (²⁰) (²¹) (²²) (²³)
St. Cloud and Willmar, Minn. . .	10	58.61	St. Cloud, Willmar, Minn. (St. P., M. and M.).	26057	58.69
St. Joseph, Mo., and Caldwell, Kans.	7	295.59	St. Joseph, Mo., Herington, Kans. (C., R. I. and P.). Herington, Caldwell, Kans. (C., R. I. and P.).	¹⁶ 33075 (part) 33082 (part)	¹⁷ 171.40 ¹⁸ 123.73
St. Joseph, Mo., and Colorado Springs, Colo. ¹⁹	7	.....	St. Joseph, Mo., Horton, Kans. (C., R. I. and P.).	33075 (part)	(¹⁹)
East division . . . . .	.....	234.91	Horton, Kans., Fairbury, Nebr. (C., R. I. and P.).	33076 (part)	²⁰ 116.26
West division . . . . .	.....	326.91	Fairbury, Nebr., Colorado Springs, Colo. (C., R. I. and P.).	34050	454.47
St. Joseph, Mo., and Grand Island, Nebr. ²⁰	7	252.54	St. Joseph, Mo., Grand Island, Nebr. (St. Jo. and Gr'd Isl'd.).	33007	252.89

¹ 22 miles covered by Boston and Troy R. P. O.² Cars and clerks shown on route 6024.³ Double daily service except Sunday.⁴ 1 clerk Babylon and New York R. P. O.; 1 clerk transfer duty Long Island City, N. Y.; 1 helper.⁵ Clerks alternate with Babylon and New York clerks.⁶ In reserve.⁷ Balance of route covered by Newport and Springfield R. P. O. 14 miles) and St. Albans and Ogdensburgh R. P. O. (second division) 24.27 miles).⁸ 1 clerk detailed as chief clerk, Boston, Mass.; 1 clerk to superintendent's office; 3 clerks as transfer clerks (1 at St. Albans, Vt., 1 at Concord, N. H., and 1 at Boston, Mass.).⁹ Sunday service from Sept. 8, 1899.¹⁰ Reserve cars.¹¹ 14 miles covered by Newport and Springfield R.

P. O. (first division); 120.50 miles covered by

St. Albans and Boston R. P. O. (first division)

¹² 1 car in reserve.¹³ 1 helper.¹⁴ Cars and clerks shown on route 2002.¹⁵ Balance of route covered by St. Albans and Boston R. P. O. (95.73 miles), Newport and Springfield R. P. O. (14 miles), and St. Albans and Ogdensburgh R. P. O., second division (24.27 miles).¹⁶ Covered by St. Albans and Boston R. P. O. (24.77 miles).¹⁷ Balance of route covered by Essex Junction and Boston R. P. O. (52.80 miles).¹⁸ Covered by Essex Junction and Boston R. P. O. (75.20 miles).¹⁹ Balance of route covered by closed-pouch service between North Bennington and Bennington (5.07 miles). (See Table C.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside di- mensions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.		
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.					
Lbs.										Feet.	Inches.					
1,648	July 1, 1889	54	28.61	53	27.55	6	53,730	85.84	1	16	0	6	11	2	1	3
		54	28.75		11.25.00	6			(²)				(²)			
2,140	July 1, 1890	25	22.72	26	23.26	7	102,837	93.93	2	20	0	8	11	2	1	3
1,896	July 1, 1889	20	28.84	23	29.12	6	63,060	119.43	1	15	0	6	8	2	1	46
		56	25		27.23.34	6	63,060	(⁴)	2	20	0	8	8	1	1	
									61	12	4	6	0			
6,401	July 1, 1890	53	26.77	53	28.25	6	166,140	132.70	1	34	0	6	8	4	2	21
		67	28.92		285.27.40	7	183,964		1	50	0	8	6	4	2	
7,372	July 1, 1890	53	26.86	53	26.86				1	32	0	6	10			
		67	28.71		286.16.32				1	42	5	8	9			
13,788	July 1, 1890	53	32.30	53	32.30				101	41	9	8	10			
		67	32.30		285.32.30				101	48	0	9	6			
15,018	July 1, 1890	53	29.79	53	30.95				101	34	0	6	8			
		67	28.04		285.31.78				101	34	0	6	8			
6,401	July 1, 1889	50	32	63	22.15	6	80,612	143.15	122	20	0	6	0	2	1	103
1,460	July 1, 1889	50	27.23	63	27.23	6			(¹⁴)					(¹⁴)		
6,401	July 1, 1889	63	36.75	15	33.02	6	115,616	123.12	1	18	6	7	0	3	1	3
									1	18	5	6	5			
4,629	July 1, 1889	63	25.78	15	24.45											
3,800	July 1, 1889	63	29.43	15	33.87											
4,215	July 1, 1889	63	36.90	15	27.75											
4,315	July 1, 1889	63	13.74	16	14.40											
8,109	July 1, 1889	63	29.79	15	26.65											
835	July 1, 1887	5	25.84	6	25.84	6	36,689	117.22	1	17	1	8	11 1/2	1	1	1
2,438	July 1, 1890	1	21.42	2	21.42	7	215,781	147.80	2	16	4	7	8	4	1	4
									61	14	8	7	2			
1,266	July 1, 1890	1	24.75	2	27.50	7			61	16	4	7	8			
2,438	July 1, 1890	13	29.82	14	29.82	7										
		3	24.92	4	27.69	7	415,900	142.45	3	16	4	7	8	8	1	13
2,492	July 1, 1890	13	29.06	14	29.06	7			3	22	0	9	4	4	1	
		15	27.35	16	27.35	7	238,644	188.45	3	14	8	7	2			
2,022	July 1, 1890	13	30.80	14	28.85	7			3	14	8	7	2			
		16	28.40	16	25.72	7										
2,077	July 1, 1890	1	15.78	2	16.11	6	146,136	168.36	2	19	8	9	2	3	1	38
		3	26.58	4	24.05	7	184,354	126.27	1	20	0	7	6	4	1	
									1	24	0	7	8			
									61	12	0	7	6			

²⁰ Covered by Rutland, Bennington, and Troy R. P. O. (52.75 miles).

²¹ Covered by Rutland, Bennington, and Troy R. P. O. (2.02 miles).

²² Covered by Rutland, Bennington, and Troy R. P. O. (5.04 miles).

²³ Balance of route covered by Boston and Troy R. P. O. (163.59 miles).

²⁴ Covered by Boston and Troy R. P. O. (25.33 miles).

²⁵ St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., runs over route 33075, between St. Joseph, Mo., and Horton, Kans., and the Kansas City, Mo., and Belleville R. P. O. over the same route, between Topeka and McFarland, Kans.

²⁶ 176.44 miles of route 33075, between Herington and Bucklin, Kans., covered by the Herington and Dodge City, Kans., R. P. O., and 86.30 miles between Bucklin and Liberal, Kans.,

covered by the Herington and Liberal, Kans., R. P. O.

²⁷ 108.52 miles of route 33082, between Caldwell, Kans., and El Reno, Ind. T., covered by the Caldwell, Kans., and El Reno, Ind. T. R. P. O.

²⁸ This line divides on Phillipsburg, Kans. Double daily service on east division.

²⁹ 41.54 miles of route 33075, covered by the St. Joseph, Mo., and Caldwell, Kans., R. P. O.

³⁰ 1 helper on night line.

³¹ 51.00 miles of route 33076, covered by the Fairbury and Nelson, Nebr., R. P. O.

³² Additional six-times-per-week service established in effect July 1, 1889.

³³ Trains 1 and 2 temporarily discontinued May 24 to June 30, 1890, between Seneca, Kans., and Grand Island, Nebr.

³⁴ 1 clerk detailed to transfer service at St. Joseph, Mo.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>St. Louis, Mo., and Burrton, Kans.¹</i>	7	.....	St. Louis, Mo., Pierce City, Mo. (St. L. and S. F.).	² 28003	492.90
<i>East Division.²</i>		282.12	Pierce City, Mo., Wichita, Kans. (St. L. and S. F.).	(part) 28020	212.05
<i>West Division.³</i>		255.94	Wichita, Burrton, Kans. (St. L. and S. F.).	⁷ 33087 (part)	84.61
<i>St. Louis, Mo., and Columbus, Ky.</i>	7	200.43	St. Louis, Tower Grove Sta. (n. o.), Mo. (Mo. Pac.).	28001 (part)	(⁹)
			Tower Grove Sta., Oak Hill Junc. (Mo. Pac.).	29070	7.00
			Oak Hill Junc., Bismarck, Mo. (St. L., I. M. and So.).	28002 (part)	(¹⁰)
			Bismarck, Mo., Columbus, Ky. (St. L., I. M. and So.).	28034 (part)	121.34
<i>St. Louis, Mo., and Council Bluffs, Iowa.¹¹</i>	7	414.20	St. Louis, Brunswick, Mo. (Wabash)	28004 (part)	(¹²)
			Pattonsburgh, Brunswick, Mo. (Wabash) .	28018	79.49
			Council Bluffs, Iowa, Pattonsburgh, Mo. (O. and St. L.).	28061	144.91
<i>St. Louis, Mo., and El Dorado, Ill.¹³</i>	7	124.50	Union Depot, St. Louis, Mo., R. R. terminal, East St. Louis, Ill. (St. L. Bridge and Tunnel R. R. Co.).	28006	2.30
			East St. Louis, El Dorado, Ill. (St. L., A. and T. H.).	28030	121.65
<i>St. Louis, Mo., and Jackson, Tenn.¹⁴</i>	7	261.54	Union Depot, St. Louis, Mo., R. R. terminal, East St. Louis, Ill. (St. L. Bridge and Tunnel R. R. Co.).	28006	(¹⁷)
			East St. Louis, Cairo, Ill. (M. and O.).	28053 (part)	153.54
			Cairo, Ill., Jackson, Tenn. (M. and O.)	18004 (part)	(¹⁸)
<i>St. Louis and Kansas City, Mo.</i>	7	283.00	St. Louis, Kansas City, Mo. (Mo. Pac.).	28001 (part)	¹⁹ 283.00
<i>St. Louis, Louisiana, and Kansas City, Mo.</i>	7	322.39	Union Depot, St. Louis, Mo., R. R. terminal, East St. Louis, Ill. (St. L. Bridge and Tunnel Co.).	28006	(¹⁷)
			East St. Louis, Ill., Kansas City, Mo. (C. and A.).	28022	321.00

¹ Reported last year as St. Louis, Mo., and Hallsdale, Kans. R. P. O. Increased distance, 7.95 miles, in effect September 19, 1899.

² 72.80 miles of route 28003 between Pierce City, Mo., and Vinita, Ind. T., covered by Monett, Mo., and Sapulpa, Ind. T., R. P. O.

³ Double daily postal-car service on East Division.

⁴ In reserve.

⁵ 2 helpers, 1 each on East and West Divisions. 2 clerks detailed to duty in superintendent's office.

⁶ Postal car service on trains 3 and 4, and mail-apartment service on trains 1 and 2, West Division.

⁷ 72.00 miles of route 33087, covered by Ellsworth and Burrton, Kans., R. P. O.

⁸ 3.50 miles of route 28001, between St. Louis and Tower Grove Station (n. o.), Mo., covered by St. Louis and Kansas City, Mo., R. P. O.

⁹ 1 helper.

¹⁰ 68.30 miles of route 28002, between Oak Hill

Junction (n. o.) and Bismarck, Mo., covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.

¹¹ Covered last year by the St. Louis, Moberly, and Kansas City R. P. O., between St. Louis and Moberly, Mo., and by the Council Bluffs, Iowa, and Moberly, Mo., R. P. O., between Moberly, Mo., and Council Bluffs, Iowa.

¹² 186.90 miles of route 28004, between St. Louis and Brunswick, Mo., covered by the St. Louis Moberly and Kansas City, Mo., R. P. O.

¹³ 4 clerks assigned to duty as helpers between St. Louis and Moberly, Mo., who also perform all service on trains 5 and 6, between Moberly and Kansas City, Mo., on the St. Louis, Moberly and Kansas City, Mo., R. P. O., 1 clerk helper out of St. Louis, 1 clerk detailed to duty in superintendent's office.

¹⁴ Additional mail-apartment service between Brunswick and Pattonsburgh, Mo., in effect March 1, 1890.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
7,334	July 1, 1887	123.91	225.31	7	.....	.....	.....	.....	5	50 0	9 0			
		324.29	425.69	7	.....	411,895	141.06	.....	2	50 0	9 0	8	2	¹⁸ 28
1,804	July 1, 1887	124.34	236.28	7	.....	.....	.....	.....		
		524.79	423.89	7	.....	185,568	127.98	.....				4	1	
842	July 1, 1890	323.67	423.07	7	.....	.....	.....	.....		
		123.07	223.07	7	.....	185,568	127.98	.....	1	22 4	7 4	4	1	
								.....	1	20 6	7 4			
								.....	41	20 0	7 0			
								.....	41	21 4	7 4			
								.....	41	22 4	7 4			
47,461	July 1, 1887	75721.18	75821.18	7	.....	146,350	133.65	.....	2	20 0	9 24	3	1	¹⁴ 4
23,360	Oct. 1, 1889	75721.18	75821.18	7	.....	.....	.....	.....		
18,426	July 1, 1887	75724.11	75821.01	7	.....	.....	.....	.....		
1,302	July 1, 1887	75722.40	75821.41	7	.....	.....	.....	.....		
9,316	July 1, 1887	734.50	832.00	7	.....	300,395	164.60	.....	3	55 0	9 3	5	3	¹⁸ 22
2,012	July 1, 1887	729.00	834.28	7	.....	.....	.....	.....	1	9 0	9 34	1	1	
		326.66	226.66	6	.....	¹⁴ 16,691	159.98	.....	41	18 9	9 24			
1,330	July 1, 1887	721.60	822.25	7	.....	.....	.....	.....	41	25 8	9 24			
		1 9.56	6 9.56	6	.....	77,937	124.50	.....	1	39 6	9 6	2	1	2
								.....	1	9 8	8 10			
2,106	July 1, 1887	117.98	618.25	6	.....	.....	.....	.....	41	18 6	9 8			
		1 9.56	2 9.56	6	.....	¹⁶ 132,306	119.70	.....	2	21 6	8 114	4	1	4
													
760	July 1, 1887	120.25	218.80	6	.....	.....	.....	.....		
1,406	July 1, 1888	118.26	218.26	7	.....	.....	.....	.....		
													
47,461	July 1, 1887	737.73	828.53	7	.....	619,770	141.50	.....	4	60 0	9 3	4	5	¹⁸ 84
		129.28	231.74	7	.....	.....	.....	.....	41	60 0	9 24	4	4	
		526.12	427.01	7	.....	.....	.....	.....	4	59 11	9 3	4	4	
								.....	42	59 11	9 3			
								.....	212	40 0	9 3			
		41 9.56	42 9.56	7	.....	236,075	161.70	.....	3	40 0	9 11	4	1	²² 6
2,362	July 1, 1887	²² 411 485	27.72 { 475	427 28.96	7	.....	.....	.....			

¹⁸ St. Louis, Mo., and Paducah, Ky. R. P. O. clerks run in same car and act as helpers on this line between St. Louis, Mo., and Pinckneyville, Ill., 63.51 miles.

¹⁹ Reported last year as the St. Louis, Mo., and Cairo, Ill. R. P. O. Increased distance, 107.94 miles, in effect January 15, 1890.

²⁰ 2.39 miles of route 28096 covered by St. Louis, Mo., and El Dorado, Ill., R. P. O.

²¹ 106.50 miles of route 18004 covered by Cairo, Ill., and Mobile, Ala., R. P. O.

²² 47.17 miles of route 28001 between Kansas City, Mo., and Atchison, Kans., covered by the Omaha, Nebr., and Kansas City, Mo., R. P. O. Sedalia and Kansas City, Mo., R. P. O. also runs over 10.38 miles of route between Independence and Kansas City, Mo.; and Kansas City and Joplin, Mo., R. P. O. over 34.63 miles of route between Pleasant Hill and Kansas City, Mo.

²³ 9 helpers on train 7; 1 to Kansas City each day, returning on train 8; 3 to Pleasant Hill, and 1 to Sedalia each day, returning on train 2; 2 helpers on train 1; 1 to Kansas City, daily, returning on train 8; 2 helpers on train 3; one to Kansas City, daily, returning on train 3; 8 clerks detailed to duty in superintendent's office, St. Louis, Mo. 1 clerk detailed to duty as chief clerk, Union Depot, St. Louis. 1 clerk detailed to duty as assistant chief clerk, Union Depot, St. Louis. 5 clerks detailed to transfer service, Union Depot, St. Louis. 1 clerk detailed to duty as chief clerk, Kansas City, Mo. 1 clerk detailed to transfer service, Kansas City, Mo. 2 clerks detailed to transfer service, Atchison, Kans.

²⁴ Storage cars on train 7.

²⁵ 2 helpers between St. Louis and Bowling Green, Mo. (118.40 miles).

²⁶ Train numbers change at Roodhouse, Ill.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>St. Louis, Moberly, and Kansas City, Mo.</i>	7	276.80	St. Louis, Kansas City, Mo. (Wabash) ¹	28004	276.80
<i>St. Louis, Mo., and Paducah, Ky.</i>	7	170.16	Union Depot, St. Louis, Mo., R. R. Terminal, East St. Louis, Ill. (St. L. Bridge and Tunnel Co.).	28096	(⁶)
			East St. Louis, Pinckneyville, Ill. (St. L., A. and T. H.).	28080	(⁷)
			Pinckneyville, Murphysborough, Ill. (St. L., A. and T. H.).	28085	(part) 23.83
			Marion, Harrison Station (n. o.), Ill. (St. L., A. and T. H.).	28045	27.21
			Marion, Ill., Paducah, Ky. (St. L., A. and T. H.).	23097	57.01
<i>St. Louis, Mo., and Texarkana, Ark.</i>	11	491.72	St. Louis, Bismarck, Mo. (St. L., I. M. and S.).	¹⁰ 28002	75.23
			Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and S.).	28026	414.28
<i>St. Louis and Union, Mo.</i>	7	59.91	St. Louis, Union, Mo. (St. L., K. C. and C.).	28062	59.91
<i>St. Paul, Minn., and Aberdeen, S. Dak.</i>	10	295.32	St. Paul, Minneapolis, Minn. (C. M. and St. P.).	26013	(¹⁵)
			Minneapolis, Cologne, Minn. (C. M. and St. P.).	28037	(part) 32.65
			Cologne, Minn., Aberdeen, S. Dak. (C. M. and St. P.).	¹⁰ 28010	(part) 256.24
<i>St. Paul, Minn., and Calmar, Iowa.</i>	10	169.61	St. Paul, Minn., Calmar, Iowa (C. M. and St. P.).	¹⁰ 28009	(part) 169
<i>St. Paul, Minn., and Council Bluffs, Iowa.</i>	10	¹⁰ 368.67	St. Paul, Minn., Sioux City, Iowa (C., St. P., M. and O.).	28025	(part) 269.79
			Sioux City, Missouri Valley, Iowa (S. City and Pac.).	27029	(²⁰)
			Missouri Valley, U. P. Transfer, Iowa (Chi. and No. West.).	23003	(²⁴)
<i>St. Paul, Minn., and Des Moines, Iowa.</i>	10	310.00	St. Paul, Minn., Angus, Iowa (Minn. and St. Louis).	28021	(part) 275.80
			Angus, Des Moines, Iowa (C., R. I. and Pac.).	27631	(²⁷)
<i>St. Paul, Minn., and Elroy, Wis.</i>	10	197.08	St. Paul, Minn., Elroy, Wis. (C., St. P. M. and O.).	25030	(part) 196.69
<i>St. Paul, Minn., and Helena, Mont.</i>	10	1129.52	St. Paul, Minn., Helena, Mont. (Northern Pacific).	²⁰ 26001	(part) 1127.84

¹ Reported last year as full double daily R. P. O. service. Mail apartments substituted for postal cars on trains 5 and 4, between Moberly and Kansas City, Mo., November 1, 1889. St. Louis, Mo., and Council Bluffs, Iowa, R. P. O. runs over this line between St. Louis and Brunswick, Mo.

²¹ 1 helper to meeting point 5 days in each week. Two clerks detailed to superintendent's office, St. Louis, Mo. One clerk detailed to transfer service, Kansas City, Mo.

³ Distance, Moberly to Kansas City, Mo., 128.80 miles.

⁴ Clerks act as helpers to St. Louis, Mo., and Council Bluffs, Iowa, R. P. O. between St. Louis and Moberly, Mo.

⁵ Covered by St. Louis, Mo., and Council Bluffs, Iowa, R. P. O.

⁶ 2.89 miles route 28096 covered by St. Louis, Mo., and El Dorado, Ill., R. P. O.

⁷ 61.12 miles of route 23080 covered by St. Louis, Mo., and El Dorado, Ill., R. P. O.

⁸ In reserve.

⁹ Double daily service.

¹⁰ St. Louis, Mo., and Columbus, Ky., R. P. O. also runs over route 28002 to Bismarck, Mo. (75.23 miles).

¹¹ 1 clerk detailed as chief clerk at Little Rock, Ark. 1 clerk detailed as chief clerk at Houston, Tex. 1 clerk detailed as chief clerk at Fort Worth, Tex. 4 clerks detailed to office of superintendent.

¹² Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

¹³ Night line.

¹⁴ 1 helper St. Paul to Appleton, Minn., on trains 3 and 2.

¹⁵ Day line.

¹⁶ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles); Aberdeen and Eureka, S. Dak., R. P. O. (61.60 miles), and

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. a	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
9,316	July 1, 1887	11	24.79	12	24.79	7	202,064	138.40	2	55 0	9 8	4	2	²¹²
			5 26.20		4 26.65	7	² 94,024	138.40	1	25 8	9 2	(²)	(²)	
									1	25 6 ¹	9 8			
									1	19 0	9 2 ¹			
									1	24 3	9 6	3	1	3
									1	19 10	9 1 ¹			
2,106	July 1, 1887		1 26.20		6 30.56	6	-----	-----	²¹	16 8	8 6 ¹			
193	July 1, 1887		19 23.33		20 31.11	6	-----	-----						
939	Jan. 2, 1890		19 18.12		20 27.21	6	-----	-----						
52	July 1, 1888		19 21.38		20 21.38	6	-----	-----						
18,426	July 1, 1887	751	24.43	754	23.19	7	523,985	140.49	4	49 4	9 4	7	3	¹¹⁵⁵
		755	25.11	756	25.11	7	372,515	140.49	5	55 0	9 3	7	3	-----
14,457	July 1, 1887	751	22.40	754	23.00	6	-----	-----						
		755	26.55	756	26.56	6	-----	-----						
140	Jan. 24, 1888	74	13 19.97	2	12 21.79	6	37,503	119.82	1	12 7	7 8	1	1	1
42,461	July 1, 1889	3	20.00	2	24.00	7	¹² 217,773	149.16	1	26 1	9 4	4	1	¹⁴⁹
		1	20.00	4	24.00	6	¹⁵ 186,748	149.16	1	25 0	9 3	4	1	
3,963	July 1, 1887		8 26.07		2 24.75	-----	-----	-----	1	22 1	9 8			
			1 24.45		4 27.94	-----	-----	-----	1	20 0	9 1			
2,377	July 1, 1887		3 26.14		2 25.45	-----	-----	-----	²¹	26 2	9 8			
			1 25.50		4 26.83	-----	-----	-----						
2,720	July 1, 1887		2 25.65		3 25.91	6	105,794	112.66	1	23 6	9 3	3	1	¹²⁵
									1	24 0	9 3			
7,158	July 1, 1887		1 26.65		2 26.65	7	269,129	147.46	²²	49 6	8 9	5	3	²¹
									1	50 0	9 0			
									1	24 7	9 8	²⁴	1	
7,209	July 1, 1887		3 25.30		4 25.08	6	169,289	135.21	1	24 0	9 2 ¹			
			8 25.19		7 25.95	-----	-----	-----						
12,894	July 1, 1887		9 28.50		12 30.39	-----	-----	-----						
1,963	July 1, 1887		2 23.98		1 24.15	6	194,060	155	2	15 0	9 3	4	1	²²⁸
									1	15 0	9 4			
			6 27.39		5 26.38	7	88,366	121.05	1	25 0	9 4	²²	1	
									²¹	19 9	9 4			
1,161	July 1, 1887		12 25.33		11 28.61	-----	-----	-----						
3,000	July 1, 1887		4 28.75		3 28.47	7	143,868	98.54	1	27 8	9 1 ¹	4	1	²²⁵
									1	24 2	8 9 ¹			
									²¹	24 7	9 2 ¹			
11,448	July 1, 1887		1 25.93		2 27.31	7	250,412	137.76	3	50 0	9 0	²⁵	2	²¹
			1 26.26		2 25.79	7	292,759	160.41	²³	50 0	9 0	²⁵	1	
			1 22.09		2 24.90	7	282,446	154.82	3	50 0	9 0	²⁵	1	
			3 29.04		8 22.61	7	250,412	137.76	2	30 6	9 2	²⁵	2	
					4 26.57	-----	-----	-----	1	30 0	9 2			
									²²	24 6	9 2			

by Roscoe and Bowdle, S. Dak., closed-pouch service (15.29 miles). (See Table C.)

¹⁷ Balance of route (43.21 miles) covered by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.¹⁸² Helpers between St. Paul and Austin, Minn.¹⁸ R. P. O.'s run from St. Paul to Merriam Jct., Minn., over route 28021.²¹ 1 in reserve.²¹ 1 detailed as chief examiner superintendent's office St. Paul, Minn. 1 helper between St. Paul and Mankato, Minn., on trains 3 and 4.²² Short run, St. Paul, Minn., to Sioux City, Iowa (270.43 miles).²³ Distance (76.27 miles) covered by Sioux City and Missouri Valley, Iowa, R. P. O.²⁴ Distance (22.08 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.²⁵ 1 helper between Des Moines and Humboldt, Iowa, and 1 between Chaaska and Albert Lea, Minn.²⁶ Short run, St. Paul to Albert Lea, Minn. (121.05 miles).²⁷ Distance (38 miles) covered by Ruthven and Des Moines, Iowa, R. P. O.²⁸ 1 helper between Augusta and Elroy, Wis.²⁹ Balance of route (128.50 miles) covered by Helena, Mont., and Spokane Falls, Wash., R. P. O.³⁰ East division, St. Paul, Minn., to Jamestown, N. Dak. (344.40 miles).³¹ 1 detailed as chief clerk at St. Paul, Minn., and 1 as chief clerk at Helena, Mont.; 2 as assistant chief clerks at St. Paul, Minn.; 3 detailed to duty in office of superintendent at St. Paul, Minn.; 3 detailed to duty as transfer clerks at St. Paul, and 1 at Minneapolis, Minn.³² Middle division, Jamestown, N. Dak., to Miles City, Mont. (401.04 miles).³³ West division, Miles City to Helena, Mont. (387.05 miles).³⁴ Short run, St. Paul, Minn., to Jamestown, N. Dak. (344.40 miles).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
<i>St. Paul, Minn., and Minot, N. Dak.</i>	10	<i>Miles.</i> 531.83	St. Paul, Minneapolis, Minn. (St. P., M. and M.). Minneapolis, St. Cloud, Minn. (St. P., M. and M.). St. Cloud, Crookston, Minn. (St. P., M. and M.). Crookston, Minn., Devil's Lake, N. Dak. (St. P., M. and M.). Devil's Lake, Minot, N. Dak. (St. P., M. and M.).	28006 28070 28004 (part) 28039 28026 (part)	(¹) 67.17 224.97 114.55 117.57
<i>St. Paul, Minn., and Watertown, S. Dak.</i>	10	236.23	St. Paul, Minneapolis, Minn. (Minn. and St. Louis). Minneapolis, Birch Cooley, Minn. (Minn. and St. Louis). Birch Cooley, Minn., Watertown, S. Dak. (Minn. and St. Louis).	28021 (part) 28038 (part) 28053	(⁴) 100.62 123.39
<i>St. Vincent and Crookston, Minn.</i>	10	80.03	St. Vincent, Crookston, Minn. (St. P., M. and M.).	28004 (part)	89.88
<i>Salamanca, N. Y., and Oil City, Pa.</i>	2	87.60	Salamanca, N. Y., Warren, Pa. (W. N. Y. and P.). Warren, Irvine, Pa. (W. N. Y. and P.).....	8164 8022 (part) 8025 (part)	42.08 (⁷) 49.58
<i>Salamanca, N. Y., and Youngstown, Ohio.</i>	2	158.58	Salamanca, N. Y., Pymatuning, Pa. (N. Y., P. and O.). Pymatuning, Pa., Youngstown, Ohio (N. Y., P. and O.).	21034 (part) 21005 (part)	134.54 22.06
<i>Salina and McPherson, Kans.</i>	7	26.78	Salina, McPherson, Kans. (S. and S. W.).	33028	26.78
<i>Salina and Oakley, Kans.</i>	7	225.18	Salina, Zurich, Kans. (S. L. and W.).	33057	111.42
<i>Salisbury, N. C., and Knoxville, Tenn.</i>	3	273.78	Zurich, Colby, Kans. (L. and C.)..... Colby, Oakley, Kans. (O. and C.)..... Salisbury, N. C., Kinzel (n. o.), Tenn. (Rich. and Dan.). Kinzel (n. o.), Morristown, Tenn. (East Tenn., Va. and Ga.). Morristown, Knoxville, Tenn. (East Tenn., Va. and Ga.).	33098 33085 13006 19009 (part) 19002 (part)	83.51 22.12 185.48 43.50 105
<i>Salt Lake and Juab, Utah</i> ¹⁴	8	106.23	Salt Lake, Juab, Utah (Org. Short Line and Utah Northern Rwy. Co.).	41001 (part)	106
<i>San Antonio and Kerrville, Tex.</i>	11	71.75	San Antonio, Kerrville, Tex. (S. A. and A. P.).	31058	71.75
<i>San Bernardino and Escondido, Cal.</i> ¹⁷	8	106.57	San Bernardino, Oceanside, Cal. (Southern California Rwy.). Oceanside, Escondido, Cal. (Southern California Rwy.).	46037 (part) 46067 (part)	82.69 22.77
<i>San Bernardino and Orange, Cal.</i> ¹⁹	8	47.19	San Bernardino, East Riverside, Cal. (Southern California Rwy. Co.). East Riverside, Riverside, Cal. (Southern California Rwy.). Riverside, Orange, Cal. (Southern California Rwy. Co.).	46037 (part) 46033 (part) 46055 (part)	(²⁰) 3.79 34.40
<i>Sandusky and Columbus, Ohio.</i>	5	176.65	Sandusky, Springfield, Ohio (Cin., Sand. and Cleve.). Springfield, Columbus, Ohio (Cin., Sand. and Cleve.).	21012 (part) 21033	130.20 45.11

¹ Distance (10.68 miles) covered by R. Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.² Balance of route (89.88 miles) covered by St. Vincent and Crookston, Minn., R. P. O.³ Balance of route (550.25 miles) covered by Minot, N. Dak., and Butte City, Mont., R. P. O.⁴ Distance (10.70 miles) covered by St. Paul, Minn., and Des Moines, Iowa, R. P. O.⁵ Balance of route (224.97 miles) covered by St. Paul, Minn., and Minot, N. Dak., R. P. O.⁶ In reserve.⁷ 5.90 miles covered by Williamsport and Erie R. P. O.⁸ 45.14 miles covered by Buffalo and Pittsburgh R. P. O.⁹ Cars and clerks shown on route 8164.¹⁰ 29.70 miles covered by closed-pouch service. (See Table C.) 224.58 miles covered by lines in the fifth division.¹¹ 1 car in reserve.¹² 66.40 miles covered by lines in the fifth division.

in the United States on June 30, 1890—Continued.

Average weight of mail wholesale per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i> 4,937	July 1, 1887	824	16	421	36	7	388,236	177.27	2 1	<i>Ft. In.</i> 48 5½ 46 6	<i>Ft. In.</i> 9 4 8 10½	6	2	12
		825	56	419	66									
4,496	July 1, 1887	327	54	427	68									
1,267	July 1, 1887	324	85	425	77									
2,441	July 1, 1890	327	07	428	15									
1,962	July 1, 1887	1417	82	1317	80	6	147,898	112.11	2	20 0	9 0	4	1	4
976	July 1, 1887	1423	62	1323	16									
639	July 1, 1887	1428	91	1328	91									
258	July 1, 1889	2416	52	2318	17	6	56,359	180.06	1	15 10	8 9½	1	1	1
350	July 1, 1889	3124	35	3023	42	6	61,154	97.69	3 1 2	14 0 16 0 14 0	8 6 8 6 8 6	2	1	2
2,948	July 1, 1889	3124		3024		6						(?)		
1,457	July 1, 1889	3126	03	3026	03	6			(?)			(?)		
		327	80	1227	64	7	115,763	165.72	11 2	25 3 25 3	9 2 9 10	3	2	6
5,440	July 1, 1889	326	40	1227	12	7			(18)			(12)		
259	July 1, 1890	27124	49	2727	58	7	26,849	73.56	1	13 6	6 7	1	1	1
708	July 1, 1890	27224	31	27623	46	6	140,963	150.12	1	11 8½ 11 9½ 11 6	7 0 7 2 6 9	3	1	3
538	July 1, 1890	27527	37	27626	71	6			2					
396	July 1, 1890	27522	12	27622	12	6								
1,410	July 1, 1888	5222	35	5322	53	7	199,823	136.86	1	20 3	8 7	4	1	45
955	July 1, 1888	4323	68	4326	90				1	19 10	8 9			
5,833	July 1, 1888	4328	50	4323	60									
1,548	July 1, 1890	71324	70	71420	79	7	76,818	105.23	2	20 2	8 5	2	1	2
635	July 1, 1890	615	37	513	90	6	44,915	143.50	2	17 0	9 0	1	1	1
3,166	July 1, 1890	512	92	612	72	6	66,713	106.57	2	11 0	8 0	2	1	2
573	July 1, 1890	519	80	621	68									
3,166	July 1, 1890	318	93	420	03	7	34,449	94.38	1	14 4	9 4	1	1	1
1,398	July 1, 1890	332	48	432	48									
2,273	July 1, 1890	327	96	428	66									
1,162	July 1, 1888	327		425	80	6	110,583	117.77	2 1	15 2 11 5	9 0 7 10	3	1	3
2,351	July 1, 1888	328	80	430		6								

¹² Cars and clerks shown on route 21034.¹³ 1 helper between Salisbury and Hickory, N. C., daily (except Monday), 58 miles.¹⁴ 41.80 miles covered by the Bristol and Chattanooga R. P. O.¹⁵ 139.15 miles of route, Juab to Frisco, closed-pouch service. (See Table C.) Balance of route (37.50 miles) covered by Ogden and Salt Lake R. P. O.¹⁷ Reported last year as San Bernardino and Ocean-side; extended to Escondido March 26, 1890.¹⁸ 81.10 miles of route 46037 covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Balance of route (48.90 miles) covered by Los Angeles and National City R. P. O.¹⁹ Additional to San Bernardino and Escondido.
²⁰ San Bernardino to East Riverside, route 46037, covered by Albuquerque, N. Mex., and Los Angeles, Cal., Los Angeles and National City and San Bernardino and Escondido R. P. O.²¹ Balance of route 46055 covered by Los Angeles and National City R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Sandusky, Ohio, and Peoria, Ill. ¹	5	<i>Miles.</i> 418.06	Sandusky, Ohio, Peoria, Ill. (Lake Erie and West.).	21020	418.71
Sandusky, Ohio, Wheeling, W. Va., and Pittsburgh, Pa. ⁴	5	298.20	Sandusky, Newark, Ohio (Balto. and Ohio). Newark, Bellaire, Ohio (Balto. and Ohio)...	21010 21001	116.89 (²)
			Bellaire, Ohio, Benwood, W. Va. (Balto. and Ohio). Benwood Junction (n. o.), Wheeling, W. Va., (Balto. and Ohio). Wheeling, W. Va., Pittsburgh, Pa., (Balto. and Ohio).	10003 12015	(²) (¹⁰)
Sanford and St. Petersburg, Fla.	4	153.28	Sanford, St. Petersburg, Fla. (Orange Belt Rwy.).	8040	(¹¹)
San Francisco and Los Angeles, Cal.	8	482.71	San Francisco, Port Costa, Cal. (Central Pacific R. R.). Port Costa, Lathrop, Cal. (Southern Pacific R. R.). Lathrop, Goshen, Cal. (Southern Pacific R. R.). Goshen, Los Angeles, Cal. (Southern Pacific R. R.).	40001 40032 40010 40014	(¹²) 62.23 146.39 244.33
San Francisco and Santa Cruz, Cal.	8	83.85	San Francisco, Santa Cruz, Cal. (South Pacific Coast Div. S. P. Co.).	40031	83.10
San Francisco and Santa Margarita, Cal.	8	237.17	San Francisco, Soledad, Cal. (Southern Pacific R. R.). Soledad, Santa Margarita, Cal. (Southern Pacific R. R.).	40002 40050	142.99 92.78
Sault de Ste. Marie, Mich., and Minneapolis, Minn.	10	497.07	Sault de Ste. Marie, Mich., Minneapolis, Minn. (M., St. P. and S. Ste. M.).	26059	496.57
Scottsville, Ky., and Gallatin, Tenn.	5	35.82	Scottsville, Ky., Gallatin, Tenn. (Ches. and Nash.).	19026	35.87
Scranton and Northumberland, Pa.	2	80.48	Scranton, Northumberland, Pa. (D., L. and W.).	8017	80.48
Scribner and Oakdale, Nebr....	6	115.78	Scribner, Oakdale, Nebr. (Fre., Elk. and Mo. Vall.).	84041	115.78
Seaford, Del., and Cambridge, Md.	2	33.64	Seaford, Del., Cambridge, Md. (P., W. and B.).	10008	33.64
Seattle and Tacoma, Wash.....	8	42.12	Seattle, Stuck, Wash. (N. P. and Puget Sound Shore R. R. Co.). Stuck, Puyallup, Wash. (N. P. and Puget Sound Shore R. R. Co.). Puyallup Junction, Tacoma, Wash. (Northern Pacific R. R.).	43012 43013 43005	23.87 7.50 (¹³)
Sedalia, Mo., and Denison, Tex...	7	433.18	Sedalia, Mo., Denison, Tex. (M., K. and T.).	28011	433.18
Sedalia and Kansas City, Mo. ²³	7	99.35	Sedalia, Independence, Mo. (Mo. Pac.)..... Independence, Kansas City, Mo. (Mo. Pac.).	28033 28001	80.22 (²⁴)
Sedalia and Warsaw, Mo.....	7	43.16	Sedalia, Warsaw, Mo. (Mo. Pac.)	28042	43.16
Selma, Jackson, and Mobile, Ala.	4	163.22	Selma, Mobile, Ala. (Mob. and Birm. Rwy.).	17034	163.22
Selma, Ala., and Meridian, Miss.	4	110.76	Selma, Ala., Meridian, Miss. (E. Tenn., Va. and Ga.).	17009	110.76

¹ This line is in two divisions, dividing at La Fayette, Ind.² 2 cars in reserve.³ 4 clerks and 1 helper on east division (Sandusky, Ohio, to La Fayette, Ind., 260.12 miles), the helper making four round trips per week between Sandusky, Ohio, and Celina, Ohio, distance 120.07 miles; 2 clerks on west division (La Fayette, Ind., to Peoria, Ill., 137.94 miles).⁴ This line was formerly the Sandusky and Wheeling R. P. O. On August 20, 1889, the run of clerks was extended to Pittsburgh, Pa., increasing distance 72 miles.⁵ 4 helpers, running over whole line.⁶ In reserve.⁷ Balance of route (Newark to Columbus, Ohio, distance 33.10 miles) covered by closed-pouch service. (See Table C.)⁸ Covered by Grafton and Chicago R. P. O., 103.82 miles.⁹ Distance shown on Grafton and Chicago R. P. O. (1.83 miles).¹⁰ Covered by Grafton and Wheeling R. P. O. (third division), 4.94 miles.¹¹ Covered by Pittsburgh and Wheeling R. P. O. (second division), 70.56 miles.¹² 32.17 miles of route 46.001 covered by Ogden, Utah, and San Francisco, Cal., R. P. O.¹³ Double daily service; 6 clerks on trains 17 and 20, 6 clerks on trains 19 and 18; 1 helper train 19; 3 helpers train 17.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Train No. inward.	Av'g speed (miles).				Length.	Width.
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
695	July 1, 1889	124	425.80	6	261,706	139.85	28	18 4	9 3	6	1	27
8,719	July 1, 1888	425.80	325.20	7	207,702	149.10	2	25 0	9 0	4	2	8
9,294	July 1, 1888	426.40	326.40	7			41	15 6	9 0			
34,770	July 1, 1889	412	312	7								
4,471	July 1, 1889	412	312	7								
1,107	July 1, 1889	426.40	324	7								
480	July 1, 1889	2318.7	6620	6	95,633	102.18	2	13 5	7 6	3	1	3
32,735	July 1, 1890	181724	2023.82	14	704,757	160.90	4	40 0	9 52	12	1	1317
9,503	July 1, 1890	1924.74	1826.80									
		1726.91	2027.63									
9,166	July 1, 1890	1925.37	1828.25									
		1728.24	2023.86									
4,737	July 1, 1890	1927.44	1827.97									
		1729.20	2023.93									
1,234	July 1, 1890	1915.80	1821.06									
		724.88	820.77	6	52,177	166.70	1	11 0	7 6	1	1	1
3,130	July 1, 1890	727.49	2427.76	7	173,134	118.58	3	21 0	9 9	4	1	4
1,693	July 1, 1890	6528.55	6428.81									
98	July 1, 1887	324.22	428.38	7	111,785	102.68	14	22 0	9 3	1	1	7
		324.18	426.02	7	241,076	171.97						
262	July 1, 1888	211.40	110.80	6	22,423	71.64	1	10 0	6 6		1	1
2,389	July 1, 1889	725	824	6	180,380	107.30	1	20 5	8 11	3	1	3
		323.76	224	6	50,380	.....	1	16 4	8 10			
324	July 1, 1890	7124.21	7223.92	4	72,447	115.73	1	20 5	8 11			
							61	20 0	9 34	2	1	2
416	July 1, 1889	50118	51216.50	6	21,659	67.28	1	20 0	6 6	1	1	1
7,247	July 1, 1890	526.04	626.04	14	61,495	84.24	2	24 6	9 2	2	1	2
		1123.87	1222.73									
7,324	July 1, 1890	520	615									
		1122.50	1218									
4,902	July 1, 1890	513.50	613.50									
		1113.50	1213.50									
12,093	July 1, 1887	122.80	221.93	7	316,185	144.38	18	50 9	9 2	6	2	37
		323	423	7	316,185	144.38				6	3	
878	July 1, 1887	19323.27	19421.84	7	72,526	99.35	1	19 9	7 3	2	1	3
		19120.58	19232.60	6	35,369	113	1	16 4	6 10	1	1	
47,461	July 1, 1887	19320.76	19420.76	7								
277	July 1, 1887	19912.33	20012.33	6	27,018	86.32	1	10 8	5 8	1	1	1
302	July 1, 1889	6125.2	6427.2	7	119,150	163.22	1	19 7	7 9	2	1	2
905	July 1, 1888	321.6	222.4	7	80,854	110.76	1	14 9	8 9	2	1	2

¹² Balance of route 46014 (247.43 miles), covered by El Paso, Tex., and Los Angeles, Cal., R. P. O. Cars for trains 19 and 20 shown on that line; 40-foot cars authorized.

¹³ 1 car in reserve.

¹⁴ East division, Sault de Ste. Marie to Gladstone, Mich. (153.13 miles).

¹⁵ West division, Gladstone, Mich., to Minneapolis, Minn. (343.94 miles).

¹⁶ Double daily service, except Sunday.

¹⁷ Balance of route 43005 (8.74 miles), South Prairie to Carbonado, closed-pouch service (see Table C); additional to Spokane Falls and Portland R. P. O. Payallup Junction to Tacoma. Balance of route 43005, South Prairie to Tacoma, covered by Spokane Falls, Wash., and Portland, Oregon R. P. O.

¹⁸ Double daily service.

¹⁹ 3 helpers on trains 3 and 4 between Sedalia, Mo., and Chouteau, Ind. T.; 1 clerk detailed as chief clerk, Fort Scott, Kans.; 1 clerk detailed as assistant chief clerk, Fort Scott, Kans.; 2 clerks detailed to transfer service, Sedalia, Mo.

²⁰ Daily service between Sedalia and Kansas City, Mo., trains 193 and 194; and daily (except Sunday) between Sedalia and Lexington, Mo., trains 191 and 192, 56.50 miles.

²¹ Versailles and Lexington, Mo., R. P. O., runs over 2.68 miles of route 28033 between Myrick Sta. (n.o.) and Lexington, Mo.

²² 10.28 miles distance, route 28001, covered, by St. Louis and Kansas City, Mo., R. P. O.

TABLE A*.—Statement of railway post-offices in operation

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		<i>Miles.</i>			
Selma and Pine Apple, Ala.	4	46.40	Selma, Pine Apple, Ala. (L. and N. R. R.)..	17017	46.46
Shabbona and Sterling, Ill.	6	47.97	Shabbona, Sterling, Ill. (Chic., Bur. and Qcy.).	23014	47.97
Sheboygan and Princeton, Wis.	10	79.22	Sheboygan, Princeton, Wis. (Chic. and No. West.).	25019	79.22
Sheffield and Jasper, Ala.	4	87.70	Sheffield, Jasper, Ala. (Birm., Shef. and Tenn. River Rwy.).	17011	87.70
Shreveport, La., and Houston, Tex.	11	234.42	Shreveport, Logansport, La. (S. and H.)..	30016	41.72
			Logansport, La., Houston, Tex. (H., E. and W. T.).	31022	192.70
Sidell and Olney, Ill.	6	86.31	Sidell, Olney, Ill. (Chi. and Ohio River) ..	23006	86.31
Sidell and Sedan, Kans. ²	7	58.48	Sidell, Peru, Kans. (L. and C. V. A. L.)..	33078	52.91
			Peru, Sedan, Kans. (D., M. and A.)	38056	(⁴)
Sioux City and Missouri Valley, Iowa.	6	76.10	Sioux City, Missouri Valley, Iowa (S. City and Pac.).	(part) 27029	76.27
Sioux City, Iowa, and Norfolk, Nebr.	6	76.09	Sioux City, Iowa, Emerson, Nebr. (Chi., St. P., M. and Om.).	34003	(⁶)
			Emerson, Norfolk, Nebr. (Chi., St. P., M. and Om.).	(part) 34021	47.09
Sioux City, Iowa, and Omaha, Nebr.	6	123.96	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., M. and Om.).	34003	124.30
Skowhegan and Portland, Me.	1	103	Skowhegan, Portland, Me. (Me. Cen.)	5	102.62
Slatington and Reading, Pa.	2	43.63	Slatington, Reading, Pa. (P. and R.)	8089	44.11
Smithville, Ga., Columbia, Ala.	4	86.79	Smithville, Albany, Ga. (S. W. R. R.)	15039	24.12
			Albany, Ga., Columbia, Ala. (S. W. R. R.) ..	15040	63.63
Snoqualmie and Seattle, Wash. ⁷ ..	8	56.37	Snoqualmie, Seattle, Wash. (Seattle, Lake Shore and Eastern Rwy.).	43018	56.37
Sodus Point, and Stanley, N. Y.	2	34.03	Sodus Point, Stanley, N. Y. (N. C.)	6090	33.89
Solomon City, and Beloit, Kans.	7	57.96	Solomon City, Beloit, Kans. (U. P.)	33025	57.96
Solon, and Portland, Me. ⁸	1	113.16	Solon, Oakland, Me. (Som.)	18	35.19
			Oakland, Portland, Me. (Me. Cen.)	5	(¹⁰)
				(part) 7006	61.20
South Amboy, N. J., and Philadelphia, Pa.	2	62.92	South Amboy, Camden, N. J. (Penna.)	22013	185.56
South Bend and Terre Haute, Ind.	5	183.85	South Bend, Terre Haute, Ind. (Terre Haute and Ind'pls.).	2016	36.36
So. Londonderry and Brattleboro, Vt.	1	36.47	So. Londonderry, Brattleboro, Vt. (Cent. Vt.).	1819013	60.54
Sparta and Tullahoma, Tenn.	5	61.15	Sparta, Tullahoma, Tenn. (Nash., Chatt. and St. L.).	(part) 25034	37.78
Sparta and Viroqua, Wis.	10	35.65	Sparta, Viroqua, Wis. (C., M. and St. P.) ..	14021	66.20
Spartanburg, S. C., Augusta, Ga.	4	124.21	Spartanburg, Greenwood, S. C. (P. R. and W. C. Rwy.).	15037	67.75
			Greenwood, S. C., Augusta, Ga. (P. R. and W. C. Rwy.).	31043	34.66
Spofford and Eagle Pass, Tex. ¹⁴ ..	11	34.66	Spofford, Eagle Pass, Tex. (G., H. and S. A.).	43009	.....
Spokane Falls and Almira, Wash. ¹⁵ ..	8	103.43	Spokane Falls, Cheney, Wash. (Northern Pacific R. R.) ..	(part) 43021	87.43
			Cheney, Almira, Wash. (Northern Pacific R. R.).	43009	(¹⁶)
Spokane Falls, Wash., and Genesee, Idaho.	8	112.50	Spokane Falls, Marshall, Wash. (Northern Pacific R. R.).	(part) 43015	104.31
			Marshall, Wash., Genesee, Idaho (Spokane and Palouse Rwy.).		

¹ 1 Reserve car.² Reported last year as Yates Centre and Sedan, Kans., R. P. O. Decrease distance, 18.13 miles; in effect May 18, 1890.³ Clerk is relieved every third week by additional clerk on Fort Scott, Kans., and Webb City, Mo., R. P. O., who alternates between this line, the Fort Scott, Kans. and Webb City, Mo., and Arcadia and Cherry Vale, Kans., R. P. O.'s.⁴ 5 miles of route 33056 covered by Nevada, Mo., and Winfield, Kans., R. P. O.⁵ Reserve.⁶ Distance (29 miles) covered by Sioux City, Iowa, Omaha, Nebr., R. P. O.⁷ New service established April 23, 1890.⁸ Line extended to Solon, Me., March 26, 1890.⁹ Balance of route covered by Skowhegan and Portland R. P. O. (24.22 miles).¹⁰ Covered by Skowhegan and Portland R. P. O. (77.80 miles).¹¹ Clerk runs between Oakland and Portland as assistant to Skowhegan and Portland clerk.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedule).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
457	July 1, 1888	49-14.1	50-14.7	6	28,953	92.80	1	7 9	6 4	1	1	1	1	1
213	July 1, 1887	9-25.64	10-26.85	6	30,029	95.94	1	7 8	6 11	1	1	1	1	1
576	July 1, 1887	201-20.44	202-20.44	6	49,591	79.22	1	12 10	9 2	2	1	2	1	2
234	July 1, 1889	1-23.2	2-23.2	6	54,724	175.40	1	16 0	9 0	1	1	1	1	1
674	July 1, 1890	2-18.46	1-19.50	7	171,126	117.21	1	14 0	7 0	4	1	4	1	4
667	July 1, 1890	2-16.22	1-16.76	7	171,126	117.21	1	13 0	7 6	4	1	4	1	4
173	July 1, 1889	1-10.75	2-10.32	6	54,030	85.81	2	8 0	7 0	2	1	2	1	2
252	July 1, 1890	489-15.12	490-14.43	7	54,267	111.77	1	16 4	6 10	1	1	1	1	1
707	July 1, 1890	499-23.08	490-23.08	7	54,267	111.77	1	16 4	6 10	1	1	1	1	1
7,209	July 1, 1887	2-31.45	1-29.42	7	55,658	76.10	1	17 9	9 3	2	1	2	1	2
1,831	July 1, 1890	11-23.20	12-20.47	6	47,632	152.18	1	20 0	9 3	1	1	1	1	1
1,480	July 1, 1890	11-21.69	12-20.14	6	47,632	152.18	1	20 11	9 4	1	1	1	1	1
1,831	July 1, 1890	1-26.57	2-27.55	6	77,599	123.96	2	22 2	9 4	2	1	2	1	2
2,250	July 1, 1889	12-25.52	13-26.06	6	64,478	103	1	40 4	9 0	2	1	2	1	2
250	July 1, 1889	2-22.05	3-21.50	6	27,312	87.26	1	40 1	8 11	1	1	1	1	1
2,587	July 1, 1888	33-35.2	34-25.6	6	54,230	173.58	1	8 0	6 8	1	1	1	1	1
451	Apr. 1, 1890	33-14.3	34-13.8	6	54,230	173.58	1	16 0	9 0	1	1	1	1	1
371	July 1, 1890	2-18	3-17.89	6	35,288	112.74	1	24 6	9 2	1	1	1	1	1
210	July 1, 1889	106-24.75	103-23.29	7	21,803	68.06	1	8 6	6 6	1	1	1	1	1
863	July 1, 1890	261-25.93	262-26.70	7	42,238	115.72	1	17 7	9 0	1	1	1	1	1
528	July 1, 1889	2-22.52	1-20.50	6	66,702	113.16	1	14 6	6 6	2	1	2	1	2
2,250	July 1, 1889	2 (11)	1 (11)	6	66,702	113.16	1	14 6	6 6	2	1	2	1	2
1,354	July 1, 1889	315-27.55	318-26.95	6	139,388	125.84	1	15 0	8 6	1	1	2	1	2
519	July 1, 1888	339-26.01	306-24	6	39,888	.....	1	15 0	8 6	1	1	1	1	1
413	July 1, 1889	53-25.20	52-25.80	6	115,090	122.57	3	16 0	9 2	3	1	3	1	3
413	July 1, 1889	1-12.34	2-12.34	6	22,830	72.94	1	10 0	5 6	1	1	1	1	1
487	July 1, 1888	72-14.40	71-13.20	6	38,280	122.30	1	11 9	9 0	1	1	1	1	1
397	July 1, 1887	503-27.82	502-21.81	6	22,316	71.30	1	12 2	7 3	1	1	1	1	1
344	July 1, 1888	12-25	11-21.8	7	97,973	134.21	1	24 10	9 4	2	1	2	1	2
520	July 1, 1888	12-22.6	11-22.1	7	97,973	134.21	1	23 11	9 1	1	1	1	1	1
403	July 1, 1890	126-29.70	123-29.70	7	18,924	69.83	1	9 11	6 11	1	1	1	1	1
5,707	July 1, 1890	11-28	12-28	7	75,504	103.43	2	23 7	8 10	2	1	2	1	2
509	July 1, 1890	11-17.48	12-21.06	7	75,504	103.43	2	23 7	8 10	2	1	2	1	2
5,707	July 1, 1890	9-20.88	10-20.88	7	82,855	113.56	2	24 6	9 2	2	1	2	1	2
678	July 1, 1890	9-20.06	10-20.65	7	82,855	113.56	2	24 6	9 2	2	1	2	1	2

¹² Double daily service, except Sunday.¹³ Balance of route (Bon Air Coal Mine to Sparta, Tenn., 7.12 miles) covered by closed-pouch service. (See Table C.)¹⁴ October 1, 1889, Houston and Eagle Pass R. P. O. changed to Houston and El Paso, Tex. R. P. O., via Spofford, thereby changing the service, which makes this known as the Spofford and Eagle Pass, Tex., R. P. O.¹⁵ New service established April 18, 1890, additional to Spokane Falls, Wash., and Portland,

Oregon, Spokane Falls to Cheney; Spokane Falls to Cheney on route 43009.

¹⁶ 8.70 miles, Spokane Falls to Marshall, additional to Spokane Falls, Wash., and Portland, Oregon, R. P. O.; 16.50 miles covered by Pasco, Wash., and Umatilla, Oregon, R. P. O.; 144.81 miles of route 43009, Spokane Falls to Pasco, covered by Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route covered by Helena and Spokane Falls R. P. O. (See Table A*, Tenth Div.)

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Spokane Falls, Wash., and Pendleton, Oregon. ¹	8	252.73	Spokane Falls, Rockford, Wash. (Washington and Idaho R. R.). Rockford, Colfax, Wash. (Columbia and Palouse R. R.). Colfax, La Crosse Junc. (n.o.), Wash. (Columbia and Palouse R. R.). La Crosse Junc., Riparia, Wash. (Oregon Rwy. and Navigation Co.). Riparia, Bowles Junc., Wash. (Oregon Rwy. and Navigation Co.). Bowles Junc., Walla Walla, Wash. (Oregon Rwy. and Navigation Co.). Walla Walla, Wash., Pendleton, Oregon (Oregon Rwy. and Navigation Co.).	43022 43018 43006 (part) 43019 43010 43008 (part) 43017	28.58 61.56 35.80 24.60 31.80 24.20 47.43
Spokane Falls, Wash., and Portland, Oregon.	8	550.92	Spokane Falls, Pasco, Wash. (Northern Pacific R. R.). Pasco, South Prairie, Wash. (Northern Pacific R. R.). South Prairie, Tacoma, Wash. (Northern Pacific R. R.). Tacoma, Wash., Portland, Oregon (Northern Pacific R. R.).	43009 (part) 43011 43006 (part) 43001	144.81 232.61 25.15 146.68
Springfield and Alton, Ill.	6	89.86	Springfield and Newbern, Ill. (St. L., Alt. and Spr.).	23063 (part)	76.30
Springfield and Chadwick, Mo.	7	35.63	Newbern, Alton, Ill. (St. L., Alt. and Spr.). North Springfield (Sta. A. Springfield), Chadwick, Mo. (St. L. and S. F.).	23107 23063	..... 35.63
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	5016	32.29
Springfield, Ohio, and Indianapolis, Ind.	5	189.48	Springfield, Ohio, Indianapolis, Ind. (Ind., Bloom. and West.).	21057	139.51
Springfield and Litchfield, Ill. ...	6	45.52	Springfield, Litchfield, Ill. (St. L., Alton and Spr.).	23063	45.64
Springfield, Ohio, and Richmond, Ind.	5	77.40	Springfield, Xenia, Ohio. (Pitta., Cin. and St. L.). Xenia, Dayton, Ohio. (Pitta., Cin. and St. L.). Dayton, Ohio, Richmond, Ind. (Pitta., Cin. St. L.).	21027 21011 21030	20.07 16.73 42.08
Springfield and Wellston, Ohio.	5	118.54	Springfield, Wellston, Ohio (Ohio South.).	21058	118.48
State Line and Rhinecliff, N. Y.	2	42.53	State Line, Rhinecliff, N. Y. (C. N. E. and W.).	5018 (part)	42.68
Sterling and Rock Island, Ill. ...	6	52.43	Sterling, Barstow, Ill. (Chi., Bur. and Qcy.). Barstow, Rock Island, Ill. (Chi., Bur. and Qcy.).	23084 23005 (part)	40.75 (¹¹)
Stevens Point and Portage, Wis.	10	73.84	Stevens Point, Portage, Wis. (Northern Pacific).	25015	74.13
Stoneboro and New Castle, Pa.	2	35.29	Stoneboro, New Castle, Pa. (W. N. Y. and P.).	8096	35.38
Streator and Fairbury, Ill.	6	31.98	Streator, Fairbury, Ill. (Wabash).....	23043	32.05
Streator and Pekin, Ill.	6	65.06	Streator, Ancona, Ill. (Atch., Top. and S. F.). Ancona, Pekin, Ill. (Atch., Top. and S. F.).	23098 (part) 23051	(¹²) 57.50
Suffolk, Va., and Woodley, N. C.	3	38.40	Suffolk, Va., Woodley, N. C. (Suffolk and Carolina).	11,030	38.40
Sumner and Hampton, Iowa.	6	64.08	Sumner, Hampton, Iowa (Chi., St. P. and K. City).	27,051	64.08

¹ Reported last year as Farmington and Pendleton R. P. O., July 8, 1889; extended to Spokane Falls January 30, 1890.

² Balance of route 43006, 27.80 miles, Moscow to Colfax, 53.70 miles, La Crosse Junction to Connell, closed-pouch service.

³ 14.34 miles route 43008, Dayton to Bowles Junction closed-pouch service. (See Table C.)

⁴ 18.50 miles of route 43009, covered by Pasco and Umatilla R. P. O. Balance of route reported in tenth division.

⁵ Cars on this line reported by tenth division, Helena and Spokane Falls R. P. O.

⁶ 1 chief clerk at Portland; 3 clerks, short run, Tacoma to Portland, trains 3 and 4.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i> <i>In.</i>	<i>Ft.</i> <i>In.</i>			
1,558	July 1, 1890	522.65	622.96			7	184,493	126.56	2	24 6	9 0	4	1	4
1,761	July 1, 1890	523.90	619.85											
859	July 1, 1890	527.32	627.90											
2,461	July 1, 1890	524.55	623.42											
2,068	July 1, 1890	521.20	621.10											
1,909	July 1, 1890	521.04	624.20											
3,225	July 1, 1890	523.12	623.13											
5,707	July 1, 1890	120.26	223.40			7	402,172	137.73	(*)	-----	-----	8	1	12
4,437	July 1, 1890	122.24	222.43											
4,902	July 1, 1890	111.17	222.25											
8,190	July 1, 1890	119.41	217.35			7	102,930	94	2	30 6	9 2	3	1	
272	July 1, 1887	315.16	418.82			6	50,252	89.86	2	11 4½	6 11	2	1	2
416	Jan. 1, 1890	111.60	411.60											
219	July 1, 1887	43.13.34	44.10.43			7	26,010	71.26	1	12 0	7 0	1	1	1
796	July 1, 1889	141.23.62	142.22.23			6	20,213	129.16	1	10 6	5 10	1	1	1
		143.22.23	144.22.23			6	20,213							
1,258	July 1, 1888	528.80	627.90			6	87,314	139.48	2	22 5	8 5	2	1	2
282	May 17, 1888	125.71	225.71			6	28,495	91.04	1	20 4	9 0½	1	1	1
957	July 1, 1888	9.27	6.27			6	48,452	154.80	1	20 0	8 10½	1	1	1
2,229	July 1, 1888	928.80	625.20			6				21 0	9 0			
2,581	July 1, 1888	925.20	626.40			6								
343	July 1, 1888	221.60	123.70			6	74,206	118.54	2	14 6	6 6	2	1	2
918	July 1, 1889	7 4.58	10 24.70			6	25,624	85.06	1	10 6	6 0	1	1	1
282	July 1, 1887	7.24	8.24			6	32,821	104.86	1	19 8	8 10	1	1	1
2,233	July 1, 1887	719.88	823.20			6								
810	July 1, 1887	1611.53	1512.18			6	46,224	147.68	1	17 6½	7 6½	1	1	1
328	July 1, 1889	4722.73	4822.73			6	22,092	70.58	1	14 0	8 2			
106	July 1, 1887	2321.34	2421.29			6	20,019	63.96	1	11 2½	6 11	1	1	1
960	July 1, 1889	1524.40	1624.40			6	40,727	130.12	1	26 3	9 4	1	1	1
295	July 1, 1887	1524.43	1627.36											
81	July 1, 1889	117.19	211.80			6	24,038	75.80	1	6 10	5 8	1	1	1
.....		8514.22	1215.36			6	40,114	128.16	1	13 5	7 7	1	1	1

* Balance of route 43005, South Prairie to Cobon-
ado (8.74 miles) closed-pouch service. (See
Table C.)

* Balance of route, Newbern to Grafton, Ill. (9.0
miles) covered by closed pouches. (See Table
C.)

* Reserve.

10 67.68 miles covered by Hartford and State Line
R. P. O. (first division).

11 Distance (11.60 miles) covered by Rock Island,
Ill., St. Louis, Mo., R. P. O.

12 In reserve.

13 Distance (6.10 miles) covered by Chicago, Ill.
and Fort Madison, Iowa, R. P. O.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Sumter and Pregnalls, S. C.	4	60.83	Sumter, Vance, S. C. (Ch. Sum. and North Ry.)	14034	36
			Vance, Pregnalls. (Ch. Sum. North. Ry.)	14022	124.38
Sunbury and Lewistown, Pa.	2	51.12	Sunbury, Selin's Grove Junction, Pa. (N. C.)	10002 (part)	(¹)
			Selin's Grove Junction, Lewistown Junction, Pa. (Penna.)	10002 (part)	45
Superior, Nebr., and Strong, Kans.	7	157.36	Superior, Nebr., Manchester, Kans. (A. T. and S. F.)	33088	80.99
			Manchester, Strong, Kans. (A. T. and S. F.)	33077 (part)	476.40
Suspension Bridge and Buffalo, N. Y. (²)	2	24.35	Suspension Bridge, Buffalo, N. Y. (N. Y. C. and H. R.)	6016 (part)	24.98
Switz City, Ind., and Effingham, Ill.	6	90.58	Switz City, Ind., Effingham, Ill. (Ind., Ill., and So.)	23026 (part)	90.97
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, Rochester, N. Y. (N. Y. C. and H. R.)	6013	104.09
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, Earlville, N. Y. (S. O. and N. Y.)	6071	44.52
Talmage and Crete, Nebr.	6	58.43	Talmage, Crete, Nebr. (Mo. Pac.)	34039	58.45
Tama and Hawarden, Iowa.	6	243.34	Tama, Eagle Grove, Iowa (Chi. and No. West.)	27052 (part)	198.34
			Eagle Grove, Hawarden, Iowa (Chi. and No. West.)	27070 (part)	145.30
Tamaroa and Chester, Ill.	7	42.90	Tamaroa, Chester, Ill. (W. C. and W.)	23047	42.90
Taylor and Fayetteville, Texas.	11	83.29	Taylor, Fayetteville, Texas (M. K. and T.)	31056	83.29
Taylorville and Charlotte, N. C.	3	65.69	Taylorville, Charlotte, N. C. (Rich. and Dan.)	13009	65.13
Temple and San Angelo, Tex.	11	237.40	Temple, San Angelo, Texas (G., C. and S. F.)	31049	227.09
			Coleman Junction (n. o.), Coleman, Tex. (G. C. and S. F.)	31051	6.25
Tennile and Dublin, Ga.	4	36	Tennile, Wrightsville, Ga. (W. and T. R. R.)	15015	16.74
			Wrightsville, Dublin, Ga. (W. and T. R. R.)	15049	20.09
Terre Haute, Ind., and Peoria Ill.	6	176.90	Terre Haute, Ind., Peoria, Ill. (T. H. and Pco.)	23048	177.60
Terre Haute, Washington and Evansville, Ind.	5	139.23	Terre Haute, Worthington, Ind. (Evans. and Ind'pls.)	22030	40.91
			Worthington, Evansville, Ind. (Evans. and Ind'pls.)	22026	98.10
Texarkana, Ark., and El Paso, Tex. ¹³	11	869.22	Texarkana, Ark., Marshall, Tex. (T. and P.)	31010	69.64
			Marshall, El Paso, Tex. (T. and P.)	31009 (part)	800
Texarkana, Ark., and Fort Worth, Tex. ¹⁴	11	215	Texarkana, Ark., Mount Pleasant, Tex. (St. L., Ark. and Tex.)	31025 (part)	59
			Mount Pleasant, Commerce, Tex. (St. L., Ark. and Tex.)	31060 (part)	57.10
			Commerce, Fort Worth, Tex. (St. L., Ark. and Tex.)	31067 (part)	98.31

¹ 11.20 miles, remainder of route, Elmore to Vance, closed-pouch service (Table C⁴).² 4.90 miles covered by Elmira and Baltimore R. P. O.³ Cars and clerks shown on route 10002.⁴ 43.18 miles distance of route 23077 between Manchester and Barnard, Kans., covered by Manchester and Barnard, Kans., R. P. O., and 12.60 miles of same route between Strong and Bazaar, Kans., covered by closed-pouch service. (See Table C⁴.)⁵ Service consisting of registered mail only, performed in baggage car.⁶ 4.75 miles covered by closed-pouch service. (See Table C⁴.)⁷ Double daily service, except Sunday.⁸ Cars and clerks accounted for on trains 16 and 19.⁹ Clerk accounted for on Rochester and S. B. R. P. O.¹⁰ In reserve.¹¹ 1 car in reserve.¹² Balance of route, 66.30 miles, covered by Lake Crystal, Minn., and Eagle Grove, Iowa, R. P. O.¹³ 1 helper.¹⁴ Balance of route (126.37 miles) covered by Oakes, S. Dak., and Hawarden, Iowa, R. P. O.¹⁵ Reserve.¹⁶ 1 clerk detailed to transfer duty at Peoria, Ill.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
848	Mar. 3, 1890	222.5	322.5	6	37,766	120.66	1	12 0	6 6	1	1	1
212	July 1, 1888	222.5	322.5	6								
14,730	July 1, 1889	325	225	6	32,001	102.24	1	15 3	9 3	1	1	1
310	July 1, 1889	325	225	6			(²)			(²)		
584	July 1, 1890	302 21.60	301 23.14	7	114,878	157.36	1	23 8	9 2	2	1	3
556	July 1, 1890	302 24.13	301 21.83	7			1	11 1	6 1			
12,047	July 1, 1889	16 26.18	19 26.18	6	(⁷) 15,243	97.40	(⁶)			1	1	(⁷)
		4 28.80	1 28.80	6	15,243		(⁶)			(⁶)		
211	July 1, 1887	116.07	215.14	6	58,708	181.16	1	17 0	7 7½	1	1	1
6,650	July 1, 1889	11 24	14 23.54	6	65,548	104.71	3	49 2	9 1	2	2	8
		37 24	6 26.89	6	65,548		1	20 8	8 10	2	2	
386	July 1, 1889	118.85	625.14	6	27,331	87.33	101	20 6	8 10			
172	July 1, 1890	381 14.50	382 13.13	7	42,654	116.86	112	9 1	8 6	1	1	1
1,328	July 1, 1887	7 21.77	8 22.19	6	152,331	121.67	2	30 5	7 0	1	1	1
								34 0	9 2½	4	1	106
1,673	July 1, 1887	7 25.59	8 26.77									
568	July 1, 1887	2 19.81	3 17.75	6	26,855	85.80	1	13 6	6 6	1	1	1
863	July 1, 1890	19 20.80	20 19.24	7	60,801	166.58	1	16 7	6 7	1	1	1
394	July 1, 1888	18 17.75	17 16.62	6	41,122	131.38	1	8 6	7 6	1	1	1
995	July 1, 1890	41 19.65	42 19.65	7	173,302	158.20	1	12 6	9 0	4	1	4
							2	12 6	9 0			
229	July 1, 1890	{ 52 } 11.40	{ 53 } 11.40				101	10 6	9 0			
53	May 1, 1885	{ 51 } 3.16	{ 54 } 2.14	6	22,464	72	1	8 10	7 1	1	1	1
270	July 1, 1888	3 16	2 14	6								
390	July 1, 1887	2 23.60	1 24.14	6	110,739	117.98	113	17 10½	7 3	3	1	104
414	July 1, 1888	33 22.20	32 24.60	6	87,158	139.23	1	14 3	9 0	2	1	173
							1	10 3	9 0			
460	July 1, 1888	33 22.80	32 22.80	6								
14,010	July 1, 1890	3 19.90	4 19.90	7	707,530	144.87	3	52 0	9 3	4	2	1026
		1 19.90	2 20.89	7	185,544	127.08	6	21 4	9 2	4	2	
3,420	July 1, 1890	3 21.62	4 21.06				1	23 0	9 0	8	1	
		132 21.62	131 21.06				1	21 0	9 1			
							102	21 0	9 1			
1,155	July 1, 1890	3 19.66	4 19.66	7	115,819	143.33	101	20 0	9 1			
							101	23 6	8 0	3	1	3
347	July 1, 1890	3 20	4 19									
161	July 1, 1890	3 18.43	4 19.66									

¹¹ 1 clerk detailed as transfer clerk at Evansville, Ind.¹² Double daily service between Texarkana, Ark., and Fort Worth, Tex. Service on trains 3 and 4 divides on Fort Worth, Tex. Full R. P. O. cars on trains 3 and 4, between Texarkana, Ark., and Fort Worth, Tex.; 52-foot cars on run. Department pays for 40 feet only. This service in effect Feb. 16, 1890.¹³ Texarkana, Ark., and Laredo, Tex. R. P. O. also runs over route 31010 (69.64 miles) between Texarkana, Ark., and Marshall, Tex.¹⁴ 2 clerks detailed to office of superintendent; 1 helper daily between Fort Worth and Eastland, Tex. (95 miles).¹⁵ Also runs over route 31009 between Marshall

and Longview, Tex. (23.50 miles); 40.44 miles balance of route 31009, between Strevport, La., and Marshall, Tex., covered by New Orleans, La., and Marshall, Tex. R. P. O. Trains 132 and 131 between Sierra Blanca and El Paso, Tex.

¹⁶ May 2, 1890, service extended to Texarkana, Ark. This takes up and discontinues the Commerce and Fort Worth, Tex., R. P. O.; also takes up that portion of Mount Pleasant and Sherman R. P. O. between Mount Pleasant and Commerce, Tex. (See Commerce and Sherman R. P. O.) This change makes additional service over the Texarkana, Ark., and Gateville, Tex., R. P. O., between Texarkana, Ark., and Mount Pleasant, Tex. (59 miles).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Texarkana, Ark., and Gatesville, Tex. ¹	11	305.39	Texarkana, Ark., Gatesville, Tex. (St. L., Ark. and Tex.)	31025	305.39
Texarkana, Ark., and Laredo, Tex.	11	597	Texarkana, Ark., Marshall, Tex. (T. and P.). Marshall, Longview, Tex. (T. and P.)..... Longview, Palestine, Tex. (L. and G. N.).	31010 (*) 31009 (part) 31006 (part)	23.51 81.30
Texarkana, Ark., and Whitesborough, Tex.	11	173.74	Palestine, Laredo, Tex. (L. and G. N.)..... Texarkana, Ark., Whitesborough, Tex. (T. and P.).	31007 (part) 31011	415.80 173.44
Thomaston and Long Island City, N. Y.	2	14.28	Thomaston, Whitestone Junction, N. Y. (L. I.). Whitestone Junction, Long Island City, N. Y. (L. I.).	6120 6004 (part)	7.28 7.01
Titusville and Sanford, Fla.	4	47.75	Titusville, Enterprise Junction (n. o.), Fla. (J., T. and K. W. Ry.). Enterprise Junction (n. o.), Sanford, Fla. (J., T. and K. W. Ry.).	16025 16018 (11)	40.69
Toccoa and Elberton, Ga.	4	50.62	Toccoa, Elberton, Ga. (R. and D. R. R.).	15026	50.62
Toledo, Ohio, and Allegan, Mich.	9	157.42	Toledo, Ohio, Allegan, Mich. (C., J. and M.).	24019	156.92
Toledo and Columbus, Ohio....	5	125.50	Toledo, Columbus, Ohio (Col., Hook. Val. and Tol.).	21053	123.70
Toledo, Ohio, and Frankfort, Ind.	5	207.20	Toledo, Delphos, Ohio (Tol., St. L. and Kas. City). Delphos, Ohio, Kokomo, Ind. (Tol., St. L. and Kas. City). Kokomo, Frankfort, Ind. (Toledo, St. L. and Kas. City).	21061 21065 22033	74.11 108.24 25.77
Toledo and Kenton, Ohio ¹⁴	5	73.05	Toledo, Kenton, Ohio (Tol., Col. and Cin.).	21091	72.49
Toledo, Ohio, and La Fayette, Ind.	5	305.08	Toledo, Ohio, La Fayette, Ind. (Wabash).	21019 (14) (part)	157.20
Toledo and Mansfield, Ohio....	5	87.15	Toledo, Mansfield, Ohio (Penna. Co.).....	21048	86.25
Toledo and Marietta, Ohio....	5	263.21	Toledo, Zoar Station, Ohio (Wheel. and Lake Erie). Valley Junction (n. o.), Marietta, Ohio (Cleve. and Mar.).	21080 (part) 21040	167.20 106.03
Toledo, Ohio, and St. Louis, Mo. ¹⁵	5	437.74	Toledo, Ohio, Decatur, Ill. (Wabash)	21019 (part) 23023 (2)	203.10 148.18
Toledo, Thurston, and Columbus, Ohio.	5	177.43	Decatur, East St. Louis, Ill. (Wabash)..... Toledo, Thurston, Ohio (Tol. and Ohio Cen.). Thurston, Columbus, Ohio (Tol. and Ohio Cen.).	21055 21068 (part) 25081 (part)	148.18 13.010
Tomahawk and Tomah, Wis.	10	131.06	Tomahawk, Tomah, Wis. (C., M. and St. P.).	25081 (part)	13.010

¹ Texarkana, Ark., and Fort Worth, Tex., R. P. O. runs over this line to Mount Pleasant, Tex., making double daily service between Texarkana, Ark., and Mount Pleasant, Tex. (59 miles).

² Texarkana and El Paso, Tex., R. P. O. runs over route 31010 between Texarkana, Ark., and Marshall, Tex. (69.64 miles); also runs over route 31009 between Marshall and Longview, Tex. (23.51 miles).

³ Six crews, 2 men to crew, between Texarkana, Ark., and San Antonio, Tex.; three crews, 1 man to crew, between San Antonio and Laredo, Tex.; two crews, 1 man to crew, between Taylor and San Antonio, Tex.; double daily service between Taylor and San Antonio, Tex. (116.50 miles); 1 helper daily between Taylor and Austin, Tex. (36 miles). January 27, 1890, line extended to begin at Texarkana, Ark.; increased distance 179 miles. This curtails the Texarkana and Gal-

veston, Tex., R. P. O. at Palestine, Tex.

⁴ Reserve.

⁵ Balance of route 31006 covered by Palestine and Galveston, Tex., R. P. O.

⁶ Acting clerk additional.

⁷ Triple daily service, except Sunday.

⁸ 4.25 miles covered by closed-pouch service. (See Table C.)

⁹ Cars and clerks shown on route 6120.

¹⁰ 1 car in reserve.

¹¹ 7 miles shown as Jack. and Tampa R. P. O.

¹² 1 clerk appointed to the Ashley and Muskegon R. P. O.; alternates between the Ashley and Muskegon and Toledo and Allegan R. P. O.'s, as relief clerks.

¹³ 3 cars in reserve.

¹⁴ This line was formerly the Toledo and Findlay R. P. O. On May 13, 1890, the run of clerk was extended to Kenton, Ohio, increasing distance 28.47 miles.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures.)		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length	Width			
Lbs.										<i>Ft.</i>	<i>In.</i>			
1,155	July 1, 1890	119.38	220.13	7	222,634	122.16	3	22 6	9 6	5	1	5		
14,016	July 1, 1890	521.64	620.89	7	425,610	132.22	2	22 3	9 3	6	2	18		
3,420	July 1, 1890	523.51	622.51	-----	-----	-----	4	21 2	9 0	2	1			
2,620	July 1, 1890	121.90	223.92	-----	-----	-----	5	26 0	9 3	-----	-----	-----	-----	-----
5,280	July 1, 1890	321.90	421.90	7	85,045	116.50	1	21 0	7 6	2	1			
1,243	July 1, 1890	3123	322.18	7	126,880	115.82	1	20 7	7 3	8	1	3		
423	July 1, 1889	21819.25	205.20	6	8,939	85.68	1	24 8	6 8	1	1	9		
546	July 1, 1889	23418.50	22318.50	6	8,939	-----	-----	-----	-----	-----	-----	-----	-----	-----
546	July 1, 1889	25616.30	23920.20	6	8,939	-----	-----	-----	-----	-----	-----	-----	-----	-----
580	Mar. 27, 1886	21833.30	20421.03	6	-----	-----	33	-----	-----	33	1	1		
2,900	Feb. 11, 1885	23422.24	22321.03	6	-----	-----	12	13 4	7 5	1	1	1		
286	July 1, 1888	5220	53.20	6	22,796	95.50	1	-----	-----	-----	-----	-----	-----	-----
582	July 1, 1888	5214	53.14	6	-----	-----	1	10 1	4 6	1	1	1		
1,004	July 1, 1888	112.5	213	6	81,586	101.24	10	11 6	6 6	2	1	3		
515	July 1, 1888	2225.64	2126.74	6	96,645	104.96	12	15 9	9 3	2	1	2		
458	July 1, 1888	3430	3329.40	6	78,619	125.59	15	20 0	8 10	4	1	4		
506	July 1, 1888	126.40	228.30	6	129,707	103.00	1	-----	-----	-----	-----	-----	-----	-----
226	July 1, 1888	126.40	227.00	6	-----	-----	1	17 7	8 8	1	1	1		
13,486	July 1, 1888	124	224	6	-----	-----	3	36 0	9 5	4	1	10		
745	July 1, 1888	619.20	520.40	6	30,803	145.10	1	21 0	8 9	2	1	2		
883	July 1, 1888	4131.20	4633	6	128,380	102.54	1	19 8	8 6	4	1	4		
807	July 1, 1888	2025.80	128.75	6	54,556	87.15	12	15 8	6 7 1/2	-----	-----	-----	-----	-----
13,480	July 1, 1888	524.60	625.80	6	164,769	131.00	1	12 9	3 0	-----	-----	-----	-----	-----
12,380	July 1, 1887	4332.40	4234.20	7	319,550	145.91	-----	-----	-----	-----	-----	-----	-----	-----
887	July 1, 1888	4330.60	4234.20	7	111,071	118.29	10	18 6	9 3	3	1	3		
1,019	July 1, 1888	224	123.40	6	-----	-----	1	-----	-----	-----	-----	-----	-----	-----
702	Aug. 3, 1888	224	124.60	6	84,044	131.06	1	23 1	9 5	2	1	2		
		226.91	326.91	6	-----	-----	1	20 8	8 11	-----	-----	-----	-----	-----

¹⁵ Covered by Toledo and St. Louis R. P. O., (202.10 miles).¹⁶ These clerks are appointed to Toledo and St. Louis R. P. O., and are shown with that line.¹⁷ Balance of route (Zoar Station to Bowerston, Ohio, 18.42 miles) covered by closed-pouch service. (See Table C.)¹⁸ In reserve.¹⁹ This line, together with Toledo and La Fayette, La Fayette and Quincy, and Chicago, Decatur and St. Louis R. P. O.'s, forms double daily service between Toledo, Ohio, and St. Louis, Mo.²⁰ This is the distance, Toledo, Ohio, to La Fayette, Ind. Whole of route 21019 is Toledo, Ohio, to Quincy, Ill., 474.25 miles. The Toledo and St. Louis R. P. O. runs over this route between Toledo, Ohio, and Decatur, Ill., distance 222.90 miles, but only that part of contract route between Toledo, Ohio, and La Fayette, Ind., distance 203.10 miles, is shown by

fifth division. Balance of route (La Fayette, Ind., to Quincy, Ill., 271.15 miles) is covered by La Fayette and Quincy R. P. O. (See sixth division report.)

²¹ Night line only.²² 4 clerks, in apartment car, between Toledo, Ohio, and La Fayette, Ind. (see Toledo and La Fayette R. P. O.); 2 clerks act as helpers, between Toledo, Ohio, and Attica, Ind., distance 224.90 miles, three days per week each; 1 clerk detailed chief clerk, Toledo, Ohio; 1 clerk detailed transfer clerk at Fort Wayne, Ind., and 1 clerk detailed transfer clerk at La Fayette, Ind.²³ Covered by Chicago, Decatur, and St. Louis R. P. O. (sixth division), 113.66 miles.²⁴ Covered by Columbus and Charleston R. P. O. (28.70 miles).²⁵ Balance of route (81.86 miles) covered by Minocqua and Tomahawk, Wis., pouch service (See Table C.)

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Topeka and Fort Scott, Kans. ¹	7	130.79	Topeka, Fort Scott, Kans. (K., N. and D.)	33060	130.79
Topeka and Osawatimie, Kans. ⁴	7	74.91	Topeka, Lomax Junction (n.o.), Kans. (K., N. and D.). Lomax Junction (n.o.), Ottawa, Kans. (C. G., O. C. and O.). Osawatimie, Ottawa, Kans. (Mo. Pac.)....	33060 (part) 33067 (part) 33033 (part)	(⁵) (⁷) (⁷)
Towanda and Bernice, Pa.	2	30.72	Towanda, Monroe Station, Pa. (S. L. and S.). Monroe Station, Bernice, Pa. (S. L. and S.).	8069 (part) 8060	\$5.60 24.10
Tower City and Lebanon, Pa. .	2	42.36	Tower City, Lebanon, Pa. (P. and R.)....	8059	43.33
Townsend, Del., and Centreville, Md.	2	35.21	Townsend, Del., Centreville, Md. (P., W. and B.).	10010	35.23
Tracy, Minn., and Pierre, S. Dak.	10	255.69	Tracy, Minn., Pierre, S. Dak. (Chi. and No. West.).	26031	255.69
Trenton and Adrian, Mich. ¹¹	9	49.00	Trenton, Corbus, Mich. (L. S. and M. S.). Corbus, Adrian, Mich. (L. S. and M. S.).	24036 24002 (part)	37.23 (¹²)
Trenton, Mo., and Leavenworth, Kans. ¹³	7	103.56	Trenton, Mo., Leavenworth, Kans. (C., R. I. and P.).	27017 (part)	14 69.22
Turkey River and West Union, Iowa.	6	58.34	Turkey River, West Union, Iowa (Chi., Mil. and St. P.).	27039	58.63
Tyler and Lufkin, Tex.	11	89.61	Tyler, Lufkin, Tex. (St. L., Ark. and Tex.).	31044	89.61
Ukiah and San Francisco, Cal.	8	113.78	Ukiah, San Francisco, Cal. (San Fran. and North Pacific R. R.).	46011	113.45
Union City, Ind., and Dayton, Ohio.	5	47.45	Union City, Ind., Dayton, Ohio (Dayton and Union).	21022	47.37
Utica and Binghamton, N. Y. .	2	95.70	Utica, Norwich, N. Y. (D., L. and W.). Norwich, Chenango Forks, N. Y. (D., L. and W.). Chenango Forks, Binghamton, N. Y. (S., B. and N. Y.).	6041 6040 6065 (part)	54.05 30.36 (¹³)
Utica and Randallville, N. Y. .	2	31.47	Utica, Randallville, N. Y. (N. Y., O. and W.).	6057	31.40
Valley and Alma, Nebr.	6	242	Valley, Stromsburg, Nebr., (Om. and Rep. Vall.). Stromsburg, Fairfield, Nebr. (K. C. and Om.). Fairfield, Alma, Nebr. (K. C. and Om.).	34008 34045 34053	90.42 65.49 87.79
Vanceborough and Bangor, Me.	1	114.44	Vanceborough, Bangor, Me. (Me. Cen.)...	12	114.83
Versailles and Lexington, Mo. ¹⁴	7	123.34	Versailles, Boonville, Mo. (Mo. Pac.).... Boonville, Myrick Station (n.o.), Mo. (Mo. Pac.). Myrick Station (n.o.), Lexington, Mo. (Mo. Pac.).	28068 28059 28033 (part)	44.28 81.40 (¹⁵)
Villisca, Iowa, and St. Joseph, Mo. ¹⁶	7	108.04	Villisca, Iowa, Burlington Junction, Mo. (C., B. and Q.). Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and C. B.). Bigelow, St. Joseph, Mo. (K. C., St. Jo. and C. B.).	27009 28044 28006 (part)	37.54 32.12 (¹⁷)

¹ Double daily service over this line between Topeka and Lomax Junction (n.o.), Kans. (See Topeka and Osawatimie, Kans., R. P. O.)

² These clerks also perform all service upon Topeka and Osawatimie, Kans., R. P. O.

³ In reserve.

⁴ New service; in effect May 19, 1890.

⁵ 39.69 miles of route 33060, between Topeka and Lomax Junction (n.o.), Kans. covered by Topeka and Fort Scott, Kans., R. P. O.

⁶ Service performed by clerks on Topeka and Fort Scott, Kans., R. P. O.

⁷ 14.10 miles of route 33067, between Lomax Junction (n.o.) and Ottawa, Kans., and 21.40 miles of route 33033, covered by the Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.

⁸ 11.65 miles covered by closed-pouch service. (See Table C.)

⁹ Cars and clerks shown on route 8069.

¹⁰ 2 helpers between Tracy, Minn., and Huron, S. Dak.

¹¹ Shown in report of Monroe and Adrian R. P. O.

¹² Runs on route 24002, Corbus to Adrian, Mich., (11 60 miles).

¹³ Davenport, Iowa, and Atchison, Kans., R. P. O.; also runs over this line between Trenton and Altamont, Mo., (33.20 miles).

¹⁴ 269.55 miles distance, route 27017, between Davenport, Iowa, and Altamont, Mo., covered by the Davenport, Iowa, and Atchison, Kans., R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
318	July 1, 1890	281	21.21	283	20.93	6	81,874	130.79	1	16 4	6 10	2	1	22
									1	11 2	6 10			
									1	11 3	7 0			
318	July 1, 1890	283	23.81	284	22.68	6	4,211	74.91	(¹)			(¹)	(¹)	(¹)
2,042	July 1, 1890	204	25.63	203	25.63	6								
2,337	July 1, 1890	204	24.79	208	26.86	6								
88	July 1, 1889	11 19		14 21	17	6	19,231	61.44	1	5 6	5 10	1	1	1
298	July 1, 1889	11 19		14 21	17	6			(¹)			(¹)		
278	July 1, 1889	9 18.80		12 25.20		6	26,455	84.52	1	8 5	6 5	1	1	1
535	July 1, 1889	101 17.30		180 28.31		6	22,041	70.42	1	11 10	6 8	1	1	1
2,327	July 1, 1887	1 21.80		2 24.32		6	160,061	127.84	2	24 0	9 2	4	1	106
									1	11 11	7 8			
290	July 1, 1888	121 39.19		120 30.42		6			1	13 1	7 0	1	1	1
550	July 1, 1888	121 31.64		120 24		6	31,050	99.20	1					
3,017	July 1, 1887	11 24.80		12 24.37		7	75,599	103.56	1	22 6	9 4	2	1	104
454	July 1, 1887	29 21.75		30 19.24		6	36,511	116.68	1	15 2	7 5	1	1	1
457	July 1, 1890	101 17.06		102 16.30		7	65,415	89.61	1	10 6	7 6	2	1	2
2,419	July 1, 1890	1 22.46		18 23.69		7	83,059	113.78	102	20 0	8 11	2	1	2
312	July 1, 1888	2 27		3 25.80		6	29,704	94.90	1	10 11	7 6	1	1	1
1,848	July 1, 1889	4 20.25		3 25.51		6	59,908	100.80	1	20 0	9 0	2	1	2
1,375	July 1, 1889	4 16.36		3 27.69		6			(¹²)			(¹²)		
3,063	July 1, 1889	4 22		3 36.66		6			(¹²)			(¹²)		
899	July 1, 1889	2 19.50		13 23.54		6	19,700	100.80	1	11 11	7 0	1	1	1
		14 24		1 23.22		6	15,130		1	19 6	7 1			
1,734	July 1, 1890	49 25.71		50 25.71		6	151,492	161.33	1	13 5	7 6	3	1	3
975	July 1, 1890	49 30		50 28.89					1	12 2	7 6			
901	July 1, 1890	49 26.77		50 27.47		6	71,639	114.44	1	40 0	9 0	2	2	8
6,961	July 1, 1889	64 24.01		71 26.84		6	71,639		1	20 3	10 0	2	2	
		2 24.45		11 24.01		6			1	20 8	8 9			
467	July 1, 1887	181 13.61		182 12.95		6	48,590	155.24	1	8 4	6 5	1	1	3
		171 15.04		172 14.32		6	70,826	113.14	2	16 4	6 10	2	1	
373	June 1, 1888	181 22.25		182 17.42		6								
		171 11.63		172 9.97		6								
878	July 1, 1887	172 8.04		171 10.72		6								
355	July 1, 1887	141 21.45		140 33.71		6	54,239	108.04	1	15 4	8 9	2	1	2
408	July 1, 1887	14 25.70		13 21.41		6								
10,352	July 1, 1887	14 26		13 24.63		6								

¹² 2 helpers between Trenton and Atchison Junction, Mo. (80.60 miles), who also perform all service upon the Atchison Junction, Mo., Atchison, Kans., R. P. O.

¹³ 1 reserve car.

¹⁴ Clerks alternate with Utica and Randallville clerks.

¹⁵ Cars and clerks shown on route 6041.

¹⁶ 11.37 miles covered by Oswego and Binghamton R. P. O.

¹⁷ Clerk alternates with Utica and Binghamton clerks.

¹⁸ Trains 1 and 14 do not run beyond Bonckville (24.17 miles).

¹⁹ Double daily (except Sunday) between Tipton and Marshall, Mo.

²⁰ Trains 181 and 182 run between Versailles and Marshall, Mo. (distance, register to register, 77.62 miles).

²¹ Trains 171 and 172 run between Tipton and Lexington, Mo., (distance, register to register, 113.14 miles).

²² 2.64 miles of route 28033 covered by Sedalia and Kansas City, Mo., R. P. O.

²³ Reported last year as the Villisca, Iowa, and Bigelow, Mo., R. P. O. (increase distance, 38.80 miles). In effect January 20, 1890.

²⁴ 39 miles of route 28006, between Bigelow and St. Joseph, Mo., covered by the Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Wabasha and Zumbrota, Minn.	10	59.20	West Wabasha, Zumbrota, Minn. (C., M. and St. P.).	20022	60.29
Wadena and Fergus Falls, Minn.	10	53.36	Wadena, Fergus Falls, Minn. (Nor. Pac., F. and B. H.).	20042 (part)	51.96
Wadesborough, N. C., Sumter, S. C.	4	105.43	Wadesborough, N. C., Cheraw, S. C. (Cher. and Salla R. R.).	14014	28.30
			Cheraw, Florence, S. C., (Cher. and Darlington R. R.).	14006	40.78
			Florence, Sumter, S. C. (W., C. and A. R. R.).	14002	(?)
Waldo and Cedar Keys, Fla...	4	71	Waldo, Cedar Keys, Fla. (F. C. and P. R. R.).	210001 (part)	70.84
Wallis Station and San Antonio, Tex.	11	200.38	Wallis Station, Kenedy, Tex. (S. A. and A. P.).	31057	123.02
			Kenedy, San Antonio, Tex. (S. A. and A. P.).	31033 (part)	61.60
Washington, D. C., and Charlotte, N. C.	3	382.04	Washington, D. C., Lynchburgh, Va. (Rich. and Dan.).	11002	174.04
			Lynchburgh, Danville Junction (n. o.), Va. (Rich. and Dan.).	11016	65.74
			Danville Junction (n. o.), Va., Charlotte, N. C. (Rich. and Dan.).	11038	142.80
Washington, D. C., and Charlotte, N. C. (short run).	3	174.88	Washington, D. C., Lynchburgh, Va. (Rich. and Dan.).	11002	(?)
Washington, D. C., and Hinton, W. Va.	3	289.40	Washington, D. C., Charlottesville, Va. (Rich. and Dan.).	11002	(?)
			Charlottesville, Va., Hinton, W. Va. (Ches. and Ohio).	11005 (part)	(12)
Washington and Knoxville, Iowa.	6	77.94	Washington, Knoxville, Iowa (Chi., R. I. and Pac.).	27016	78.78
Washington, D. C., and Round Hill, Va.	3	53.35	Washington, D. C., Alexandria Junction (n. o.), Va. (Rich. and Dan.).	11002	(12)
			Alexandria Junction (n. o.), Round Hill, Va. (Rich. and Dan.).	11004	48.30
Washington, D. C., and Strasburgh, Va.	3	97.93	Washington, D. C., Manassas Junction (n. o.), Va. (Rich. and Dan.).	11002 (part)	(14)
			Manassas Junction (n. o.), Strasburgh, Va. (Rich. and Dan.).	11003	62.86
Washington, D. C., and Wilmington, N. C.	3	362.38	Washington, D. C., Richmond, Va. (R., F. and P.).	11001	115.37
			Richmond, Petersburg, Va. (R. and P.)...	11008	23.07
			Petersburgh, Va., Weldon, N. C. (Petersburgh).	11009	63.54
			Weldon, Wilmington, N. C. (W. and W.) ..	13002	161.87
Washington, D. C., and Wilmington, N. C. (short run).	3	116.93	Washington, D. C., Richmond, Va. (R. F., and P.).	11001	(14)
Watertown and Madison, Wis...	10	38.97	Watertown, Madison, Wis. (C., M. and St. P.).	25005	38.97
Watertown and Utica, N. Y. ¹² ...	2	91.98	Watertown, Utica, N. Y. (R., W. and O.)...	6087	91.72

¹ Balance of route (67.36 miles) covered by Fergus Falls, Minn., and Milnor, N. Dak., closed-pouch service. (See Table C^b.)

² 39 miles shown as Florence and Augusta R. P. O.

³ 85 miles reported as Fern and Orlando R. P. O.

⁴ 88.50 miles of route 31033, between Kenedy and Corpus Christi, Tex., covered by Kenedy and Corpus Christi, Tex., R. P. O.

⁵ These cars in use between Washington, D. C., and Atlanta, Ga.; 3 in reserve.

⁶ 6 clerks on short run, Washington, D. C., to Lynchburgh, Va.; 4 helpers on trains 52 and 53, between Washington, D. C., and Charlottesville, Va. (117.42 miles); 4 helpers on trains 52 and 51 between Charlottesville, Va., and Charlotte, N. C. (267.10 miles); 2 helpers on trains 50 and 53 between Danville, Va., and

Charlotte, N. C. (142 miles); 1 examiner and 1 assistant examiner for the third division R. M. S.; 3 detailed to office superintendent third division, R. M. S.; 1 transfer clerk, Charlottesville, Va.

⁷ 174.04 miles covered by the Washington and Charlotte R. P. O.

⁸ Clerks shown on through line, Washington, D. C., to Charlotte, N. C.

⁹ 114.30 miles covered by the Washington and Charlotte R. P. O.

¹⁰ In use between Washington, D. C., and Cincinnati, Ohio.

¹¹ 1 helper between Clifton Forge, Va., and Hinton, W. Va. (80.11 miles).

¹² 174.83 miles covered by the Richmond and Hinton R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjust- ment.	Average speed per hour (train num- bers taken from di- vision schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av' speed (miles).	Train No. inward.	Av' speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
310	July 1, 1887	112		214.11		6	37,059	118.40	1	16 5	6 10	1	1	1
289	July 1, 1887	10718.31		10821.43		6	33,403	106.72	1	23 9	8 11	1	1	1
349	July 1, 1888	6323.2		6223.2		6	65,788	105.43	1	28 0	8 9	2	1	2
476	July 1, 1888	6323.2		6223.2		6								
8,664	July 1, 1888	6332.5		6236		6								
1,883	July 1, 1888	1313.7		1412.4		6	44,304	142	1	18 0	8 2	1	1	1
567	July 1, 1890	222.17		119.05		6	126,046	133.72	2	17 0	9 0	4	1	4
689	July 1, 1890	224.40		124.40										
39,071	July 1, 1889	5028.14		5329.58		7	278,889	127.34	¹⁹ 60 0	9 0		6	3	²⁰ 58
		5228.92		5126.16		7	278,889	127.34				6	3	
30,736	July 1, 1889	5024.65		5327.20										
		5224.96		5125.78										
30,218	July 1, 1889	5026.36		5331.73										
		5231.15		5128.84										
39,071	July 1, 1889	5826.19		5925.46		7	127,370	116.32	2	41 2	8 10	3	2	⁽⁹⁾
39,071	July 1, 1889	5630.58		5730.86		7	211,262	144.70	¹⁹ 5	20 0	9 0	4	1	¹¹ 5
2,614	July 1, 1889	327.97		429.54										
703	July 1, 1887	1522.28		1621.27		6	48,790	155.88	1	23 6	9 4	1	1	1
39,071	July 1, 1889	14118		14218		6	33,397	106.70	2	16 0	6 2	1	1	1
793	July 1, 1889	14119.36		14220.13										
39,071	July 1, 1889	14424.08		14520.54		6	61,304	97.93	1	12 9	6 9	2	1	2
602	July 1, 1889	14421		14521.96										
27,577	July 1, 1889	2326.86		7827.53		7	264,537		¹⁸ 50 0	8 9		5	3	¹⁸ 51
		2731.64		1430.10		7	264,537					5	2	
21,109	July 1, 1889	2330.66		7821.22										
		2736.48		1433.65										
19,231	July 1, 1889	2978.59		7829.28										
		2734.53		1431.82										
15,606	July 1, 1888	2330.26		7828.06										
		2736.42		1436										
25,577	July 1, 1889	12324.08				6	36,599		⁽¹⁷⁾			2	2	⁽¹⁷⁾
1,074	July 1, 1885	22129.19		24429.19		12	48,790	155.88	1	14 8	7 5½	1	1	1
3,316	July 1, 1889	22315.64		20613.68		6	57,548	¹⁹ 151.14	1	20 0	6 6	1	1	⁽²⁰⁾

¹² 4.80 miles covered by the Washington and Charlotte, R. P. O.; 1.80 miles covered by closed-pouch service. (See Alexandria and Alexandria Junction (n. o.), Va., Table C.)

¹³ 34.92 miles covered by the Washington and Charlotte R. P. O.

¹⁴ 4 clerks on short run, Washington, D. C., to Richmond, Va.; 2 helpers on trains 23 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles); 2 helpers on trains 27 and 78 between Washington, D. C., and Petersburg, Va. (138.44 miles); 2 helpers on trains 27 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles); 1 helper on trains 27 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles), four days in each week; 1 chief clerk at Washington, D.

C.; 6 clerks detailed to the office of the General Superintendent R. M. S., 3 to office of superintendent third division, R. M. S.; 4 transfer clerks at Washington, D. C.; 1 transfer clerk at Richmond, Va.; 1 transfer clerk at Weldon, N. C.; 1 acting clerk additional, 3 in reserve.

¹⁵ 115.37 miles covered by the Washington and Wilmington R. P. O.

¹⁷ Clerks return on train 14. Half trips. Clerks and cars shown on through line, Washington, D. C., and Wilmington, N. C.

¹⁸ Short run, Ogdensburgh and Utica R. P. O.

¹⁹ Clerk alternates with Ogdensburgh and Utica clerk.

²⁰ Clerk accounted for on Ogdensburgh and Utica R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
Waycross, Ga., and Chattahoochee, Fla.	4	<i>Miles.</i> 164.21	Waycross, Thomasville, Ga. (S. F. and W. Ry.). Thomasville, Climax, Ga. (S. F. and W. Ry.). Climax, Ga., Chattahoochee, Fla. (S. F. and W. Ry.).	15018 (part) 15031 (part) 15044	104.14 28.57 32.17
Weldon and Greenville, N. C. . . .	3	66.03	Weldon, Halifax, N. C. (Wilm. and Weldon). Halifax, Greenville, N. C. (Wilm. and Weldon).	13602 (part) 13019	(4) 58.23
Wells River and Montpelier, Vt.	1	28.64	Wells River, Montpelier, Vt. (Mont. and W. Riv.).	2012	38.88
Wellsville and Bellaire, Ohio . . .	5	46.82	Wellsville, Bellaire, Ohio (Penna. Co.). . . .	21003 (part)	46.59
Wellsville, N. Y., and Bradford, Pa.	2	56.65	Wellsville, N. Y., Eldred, Pa. (B. E. and C.). Eldred, Kinzua Junction, Pa. (B. E. and C.). Kinzua Junction, Bradford, Pa. (B. E. and C.).	6049 8133 8132 (part)	33.15 14.17 10.30
Wendover and Cheyenne, Wyo.	6	123.67	Wendover, Cheyenne, Wyo. (Chey. and North.).	37002 (part)	123.21
West Lebanon, Ind., and Le Roy, Ill.	6	75.03	West Lebanon, Ind., Le Roy, Ill. (Ill. Central).	23058	74.90
<i>West Liberty and Council Bluffs, Iowa.</i>	6	279.36	West Liberty, Council Bluffs, Iowa (Chi., R. I. and Pac.).	1027014 (part)	279.10
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (Rich. and Dan.).	11007 (part)	38.72
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (N. Y., N. H. and Hart.).	5011	62.24
Wheeling and Huntington, W. Va.	3	215.92	Wheeling, Huntington, W. Va. (Ohio River).	12013	215.30
White Heath and Decatur, Ill.	6	29.70	White Heath, Decatur, Ill. (Illinois Cent'l).	23077	31.08
Whiting and Tuckerton, N. J. . .	2	29.48	Whiting, Tuckerton, N. J. (Tuckerton) . . .	7032	29.36
Wichita and Kiowa, Kans.	7	85.85	Wichita, Anthony, Kans. (Ft. S., W. and W.). Anthony, Kiowa, Kans. (Ft. S., W. and W.).	33036 (part) 33073	56.46 30.43
Wichita and Mullinville, Kans.	7	121.58	Wichita, Kingman, Kans. (W. and W.). . . . Kingman, Mullinville, Kans. (K., P. and W.).	33042 33063	46.10 75.78
Wildwood and Plant City, Fla.	4	65.80	Wildwood, Plant City, Fla. (F., C. and P. Ry.).	16019	65.80
Wilkes Barre and Pottsville, Pa.	2	81.30	Wilkes Barre, Rock Glen Junction, Pa. (Penna.). Rock Glen Junction, Sugar Loaf, Pa. (Penna.). Sugar Loaf, Hazleton, Pa. (L. V.).	8174 8015 (part) 8016 (part)	39.58 (14) (20)
Williamsburgh, Mass., and New Haven, Conn.	1	85.59	Hazleton, New Boston, Pa. (L. V.). New Boston, Pottsville, Pa. (Penna.). . . . Williamsburgh, Mass., New Haven, Conn. (N. Y., N. H. and Hart., Northamp. div.).	8169 8175 5010	18.75 10.00 85.31
Williamsport and Erie, Pa.	2	249.68	Williamsport, Erie, Pa. (Penna.).	8022	248.26
Williamsport and Gazzam, Pa.	2	127.34	Williamsport, Jersey Shore, Pa. (Beech Creek). Jersey Shore, Gazzam, Pa. (Beech Creek.).	8150 (part) 8112	(22) 117.01

¹ 58.92 miles shown as Albany and Thomasville R. P. O.

² Double daily service between Waycross and Thomasville.

³ 9.40 miles, Climax to Bainbridge, closed-pouch service. (See Table C.)

⁴ 7.60 miles covered by the Washington and Wilmington R. P. O.

⁵ Balance of route (Pittsburgh, Pa., to Wellsville, Ohio, distance 48.20 miles) covered by Cleveland and Pittsburgh R. P. O.

⁶ Clerks make two round trips daily, except Sunday.

⁷ In reserve.

⁸ Cars and clerks shown on route 6049.

⁹ 15.53 miles covered by closed-pouch service. (See Table C.)

¹⁰ Balance of route (38.87 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.

¹¹ Cars run through between Chicago, Ill., and U. P. Transfer, Iowa. (See Chicago, Ill., and West Liberty, Iowa, R. P. O.)

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
1,468	July 1, 1888	7 27.5	8 28.07	7 27.5	8 28.07	7	196, 078	107.04	2	18 0	9 0	4	1	4
		5 19.8	6 21.02	5 19.8	6 21.02	7		(7)	1	21 0	9 0			
		7 28.5	8 20	7 28.5	8 20	7								
957	July 1, 1888	7 28.5	8 20	7 28.5	8 20	7								
15,606	July 1, 1888	19 20.72	20 30.40	19 20.72	20 30.40	6	41, 335	132.06	1	8 6	6 6	1	1	1
372	Apr. 1, 1890	19 24.45	20 19.98	19 24.45	20 19.98									
908	July 1, 1889	8 24.12	3 26.96	8 24.12	3 26.96	6	24, 188	77.28	1	12 0	6 7	1	1	1
5,936	July 1, 1888	35 21	38 21	35 21	38 21	6	29, 309	93.64	2	19 8	9 0	2	1	2
		37 22.20	40 23.29	37 22.20	40 23.29	6	29, 309							
440	July 1, 1889	2 15.50	3 12	2 15.50	3 12	6	35, 463	113.30	1	12 0	6 11	1	1	1
462	July 1, 1889	2 15	3 15	2 15	3 15	6			(7)	9 7	6 11			
268	July 1, 1889	2 15.43	3 10.58	2 15.43	3 10.58	6			(8)			(9)		
349	July 1, 1890	316 18.92	315 18.92	316 18.92	315 18.92	3	38, 585	123.67	1	16 5 1/2	6 10	1	1	1
183	July 1, 1887	1 20.20	2 18.96	1 20.20	2 18.96	6	46, 969	150.06	1	8 0	8 11	1	1	1
6,186	July 1, 1889	3 25.37	4 21.46	3 25.37	4 21.46	7	203, 933	139.68	(11)			4	2	17
		1 23.41	2 25.71	1 23.41	2 25.71	7	203, 933	139.68				4	2	
729	July 1, 1889	50 19.15	51 20.89	50 19.15	51 20.89	6	24, 458	78.14	(12)			1	1	1
2,432	July 1, 1889	41 23.15	610 23.44	41 23.15	610 23.44	6	38, 950	93.33	1	15 0	7 0	1	1	13
		315 24.86	48 23.15	315 24.86	48 23.15	6	38, 950		1	15 0	7 0	1	1	
1,548	July 1, 1889	1 22.24	2 23.03	1 22.24	2 23.03	6	125, 166	107.96	2	20 2	9 0	4	2	8
									161	17 6	9 0			
315	July 1, 1887	3 13.12	4 14.54	3 13.12	4 14.54	6	18, 592	59.40	1	10 4	6 10	1	1	1
342	July 1, 1889	12 27.19	9 27.62	12 27.19	9 27.62	6	18, 454	117.92	1	8 0	7 0	1	1	1
		20 27.19	17 27.62	20 27.19	17 27.62	6	18, 454							
1,357	July 1, 1890	451 21.86	452 22.58	451 21.86	452 22.58	7	62, 671	171.70	1	16 4	6 10	1	1	1
438	July 1, 1890	451 24.34	452 22.57	451 24.34	452 22.57	7								
754	July 1, 1890	1 22.13	2 22.13	1 22.13	2 22.13	7	88, 753	121.58	1	17 0	7 4	2	1	2
515	July 1, 1890	1 20.65	2 22.71	1 20.65	2 22.71	7								
212	July 1, 1889	7 22.1	8 27	7 22.1	8 27	7	47, 834	131.6	1	18 5	8 0	1	1	1
261	July 1, 1889	494 24.63	491 30	494 24.63	491 30	6	50, 894	162.60	1	9 6	6 6	1	1	1
391	July 1, 1889	494 22.50	491 25.71	494 22.50	491 25.71	6			(13)			(13)		
959	July 1, 1889	494 21.82	491 24	494 21.82	491 24	6			(13)			(13)		
352	July 1, 1889	494 24.54	491 24	494 24.54	491 24	6			(13)			(13)		
355	July 1, 1889	494 23.08	491 24	494 23.08	491 24	6			(13)			(13)		
2,068	July 1, 1889	631 25.54	620 26.34	631 25.54	620 26.34	6	53, 579	114.12	2	15 5	6 5	3	1	2
		635 25.15	624 32.46	635 25.15	624 32.46	6	53, 579		1	9 9	6 4			
									1	12 0	6 8			
									15	14 0	6 7			
64	July 1, 1889	3 27.81	4 26.81	3 27.81	4 26.81	6	156, 300	124.84	3	20 0	9 2	4	1	7
756	July 1, 1889	35 27.45	8 24	35 27.45	8 24	6	79, 715	127.34	2	7 6	6 6	2	1	
280	July 1, 1889	35 19.03	38 23.87	35 19.03	38 23.87	6			(14)			(14)		

²¹ 1 clerk detailed to transfer duty at Des Moines, Iowa.²² See Keyesville and Ralsch R. P. O. Same cars in use on this line.²³ 1 clerk as a relief on this line and between New York and New Haven.²⁴ Reserve car.²⁵ Double daily service, except Sunday.²⁶ 158.02 miles distance of route 33038, between Fort Scott and Wichita, Kans., covered by the Fort Scott and Kanapolis, Kans., R. P. O.²⁷ 6 miles covered by Hazleton and Sunbury P. O.²⁸ Cars and clerks shown on route 8174.²⁹ 8 miles covered by Hazleton and Sunbury P. O.³⁰ 2 clerks on Ridgway and Erie R. P. O. helper.³¹ 15.80 miles covered by Geneva and Will R. P. O.³² 1 car in reserve.³³ Cars and clerks shown on route 8150.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or north-west to southeast (with abbreviated title of railroad company).	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Williamsport and Port Clinton, Pa.	2	121.77	Williamsport, Port Clinton, Pa. (P. and R.).	8014	122.06
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H. and Hart. Air Line Div.).	5014	54.65
Willmar, Minn., and Sioux Falls, S. Dak.	10	148.06	Willmar, Minn., Sioux Falls, S. Dak. (Will. and S. Falls.).	26041	148.06
Wilmington, N. C., Jacksonville, Fla.	4	2404.11	Wilmington, N. C., Florence, S. C. (W. C. and A. R. R.).	¹⁴⁰⁰²	110.17
North Division (short run)		4142.36	Florence, Charleston, S. C. (North E. R. R.).	14003	102.44
South Division (short run)		4144.40	Charleston, S. C., (Savannah, Ga. (C & S. Ry.).	14004	115
			Savannah, Ga., Jacksonville, Fla. (S. F. W. Ry.).	15009	171.56
Wilmington, Del., and Landenburgh, Pa.	2	20.38	Wilmington, Del., Landenburgh, Pa. (B. and O.).	9505	20.25
Wilmington and Rutherfordton, N. C.	3	268.70	Wilmington, Charlotte, N. C. (Car. Central).	13003	188.07
			Charlotte, Rutherfordton, N. C. (Car. Central).	13008	81.80
Wilson and Fayetteville, N. C.	3	74.44	Wilson, Fayetteville, N. C. (Wilm. and Weldon).	13027	74.58
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Fitch. Wor. Div.).	3057	⁽¹⁰⁾
Winfield and Larned, Kans.	7	148.72	Winfield, Belle Plain, Kans. (D., M. and A.).	33056	^(part) 121.05
			Belle Plain, Larned, Kans. (D., M. and A.).	33058	128.67
Winona, Minn., and Watertown, S. Dak.	10	322.21	Winona, St. Peter, Minn. (Win. and St. P.).	26015	139.81
			St. Peter, Minn., Watertown, S. Dak. (Win. and St. P.).	^(part) 126014	183.90
Woodburn and Coburg, Oregon.	8	79.67	Woodburn, Coburg, Oregon (Oregonian Rwy. Co., limited. Line).	44007	79.67
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng., Nor. Div.).	5001	59.16
Worcester, Mass., and Providence, R. I.	1	44.14	Worcester, Mass., and Providence, R. I. (N. Y., Prov. and Bost. P. and Wor. Div.).	4001	43.40
Worthington, Minn., and Mitchell, S. Dak.	10	135.07	Worthington, Minn., Salem, S. Dak. (C., St. P. M. and O.).	26020	101.57
			Salem, Mitchell, S. Dak. (C., St. P. M. and O.).	35036	33.10
Yates City and Rushville, Ill.	6	63.95	Yates City, Rushville, Ill. (Chi., Bur. and Qey.).	28008	63.27
York, Pa., and Baltimore, Md.	3	81.52	York, Delta, Pa. (Md. Central)	²⁰ 8092	34.30
			Delta, Pa., Baltimore, Md. (Md. Central)...	^(part) 10024	44.76
Ypsilanti and Hillsdale, Mich.	9	62.14	Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	24024	61.51
Zanesville and Columbus, Ohio.	5	67.60	Zanesville, Columbus, Ohio (Col. and East.).	21069	67.51
Zanesville and Marietta, Ohio.	5	74.40	Zanesville, Marietta, Ohio (Zanes. and Ohio Riv. R. R.).	21100	74.79

¹ Reserve car.² Through run trains 14 and 27, "West India Mail."³ 83 miles shown as Florence and Augusta R. P. O.⁴ Wilmington and Charleston, trains 23 and 73.⁵ 1 Chief clerk, Charleston; 1 chief clerk, Jacksonville; 1 assistant chief clerk, Charleston; 3 helpers; 1 transfer clerk, Charleston, S. C.; 1 transfer clerk, Yemassee, S. C.; 1 transfer clerk, Jesup, Ga.; 1 transfer clerk, Jacksonville, Fla.⁶ Charleston and Jacksonville, trains 35-5, and 6-36.⁷ 4 reserve cars.⁸ Three cars in reserve.⁹ Line divided on Charlotte, N. C., 1 clerk performing the service between Charlotte and Rutherfordton, N. C., 79.90 miles and 3 clerks performing the service between Wilmington and Charlotte, N. C., 188.80 miles.¹⁰ Covered by Peterboro and Worcester R. P. O. (36.42 miles.)¹¹ Shown in column 14, Peterboro-Worcester R. P. O.

in the United States on June 30, 1890—Continued.

Average weight of mail whole distance per day.	Date of last re-adjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	A's speed (miles).	Train No. inward.	A's speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
508	July 1, 1889	4 21.60	7 23.50	6	76,228	121.77	5	15 0	8 4	2	1	2		
4,833	July 1, 1889	508 28.92	502 27.22	6	34,235	109.38	1	10 8	6 10	1	1	1		
284	Jan. 28, 1889	61 24.14	62 24.14	6	92,685	148.06	11	14 0	6 2	2	1	2		
							1	24 7	9 4					
8,804	July 1, 1888	{ 27 34.8	14 32.4	7	360,722	164.71	8	22 2	9 4	6	4	41		
		{ 23 27	78 27.5	7										
12,323	July 1, 1888	{ 27 30	14 30	7	155,884	142.36	1	44 6	9 0	3	1			
		{ 23 25.5	78 26	7										
		{ 27 30.7	14 31.9	7										
11,078	July 1, 1888	{ 36 23.5	36 26.1	7	210,834	144.40	3	41 7	9 4	4	1			
		{ 27 35.8	14 33.7	7										
12,008	July 1, 1888	{ 5 20.4	6 22.6	7										
		{ 22 18.46	22 18.46	6	12,758	40.78	5	7 6	6 10	1	1	1		
104	July 1, 1889	41 26.32	38 26.63	6	118,189	125.86	2	14 6	8 9	4	1	34		
844	July 1, 1888	5 21.33	6 22.82	6	50,617	159.80	1	16 10	8 9					
559	July 1, 1888	51 21.04	50 21.04	6	46,599	148.88	1	20 0	8 10					
189	July 1, 1888	506 23.18	508 24.06	6	23,819	76.10		(11)		1	1	21		
1,189	July 1, 1889	481 25.26	462 23.40	7	108,566	148.72	(14)	(14)	(14)	2	1	2		
707	July 1, 1890	481 22.71	462 22.98	7										
308	July 1, 1890	2 24.80	4 25.96	6	201,703	128.88	1	25 5	8 7	5	1	107		
5,004	July 1, 1887	2 24.85	4 25.23				17	26 0	9 5					
2,385	July 1, 1887	3 13.29	4 15.08	6	49,873	79.67	11	14 5	9 2					
294	July 1, 1890	5 20.66	6 22.50	6	37,385	119.44	2	22 0	8 6	2	1	2		
1,134	July 1, 1889	8 26.04	7 23.07	6	27,631	88.28	1	15 11	8 9	1	1	1		
3,019	July 1, 1889	36 22.63	33 26.04	6	27,631		2	16 4	6 8	1	1	2		
							1	16 7	6 8	1	1			
							11	14 6	6 6					
462	July 1, 1887	191 18.86	201 19.22	6	39,043	124.74	1	20 10	9 3	101	1	2		
322	July 1, 1890	21 18.10	22 18.45	6	45,510	145.40	1	11 34	7 5	101	1	1		
922	July 1, 1887	3 26.07	8 25.20	6	40,088	127.90	1	19 4	8 10	1	1	1		
368	July 1, 1889	18 18.70	5 17.89	6	51,032	108.69	1	9 0	7 6	3	1	3		
458	July 1, 1889	6 16.76	9 17.36	6	51,032		1	9 4	7 1					
							1	14 10	7 1					
356	July 1, 1888	153 22.18	154 25.60	6	38,900	124.28	21	11 5	6 11					
406	July 1, 1888	53 26.40	52 27	6	42,818	135.20	1	8 0	6 9	1	1	1		
							22	13 6	6 6	1	1	1		
449	July 1, 1889	71 21.60	72 22.80	6	46,574	148.89	2	13 5	8 3	2	1	2		
		73 22.20	70 22.20	28	46,574									

¹² 1 clerk detailed as transfer clerk at Worcester, Mass.¹³ 125.15 miles of route 33056, between Chetopa and Winfield, Kans., covered by the Nevada, Mo., and Winfield, Kans., R. P. O.¹⁴ Covered by Nevada, Mo., and Winfield, Kans., R. P. O.¹⁵ Two helpers between Winona and Mankato, Minn.¹⁶ Balance of route (71.47 miles) covered by Brookings and Gettysburg, S. Dak. R. P. O.¹⁷ In reserve.¹⁸ East division, Worthington, Minn., to Sioux Falls, S. Dak. (62.87 miles).¹⁹ West division, Sioux Falls to Mitchell, S. Dak. (72.70 miles.).²⁰ 5.70 miles covered by closed-pouch service. (See Delta and Peach Bottom, Table C.)²¹ Reserve cars.²² One car in reserve.²³ Clerks make two round trips daily, except Sunday.

TABLE A^a.—Statement of railway post-offices in
RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway clerks at work on lines.	Whole number of railway postal clerks appointed to railway lines.	Distance in miles run by clerks from register to register.	Miles of railroad route paid for by the department over which clerks run.
First.....	78	199	407	454	7,536.45	5,309.96
Second.....	168	355	611	696	14,936.87	12,281.85
Third.....	65	176	286	330	8,129.41	6,936.67
Fourth.....	96	282	368	405	14,591.23	13,281.46
Fifth.....	141	481	889	956	22,102.05	17,702.50
Sixth.....	154	442	789	856	23,829.50	22,070.85
Seventh.....	114	360	556	598	19,029.10	17,804.14
Eighth.....	42	141	183	194	8,500.02	8,171.55
Ninth.....	49	163	533	572	7,406.14	6,671.81
Tenth.....	85	286	411	494	16,186.46	15,707.86
Eleventh.....	60	218	281	292	11,860.80	11,634.47
Total.....	1,032	3,099	5,314	5,785	154,098.03	137,564.12
Total as per report for fiscal year ended June 30, 1899.....	1,030	2,966	4,947	5,397	147,970.94	133,110.43
Increase.....	13	134	367	388	6,127.09	4,453.69

Total miles of railroad routes (including distances from depots to post-offices).....	154,098.03
Total miles of railroad routes over which railway postal clerks run.....	137,564.12
Total miles of railroad routes upon which there is no railroad service by clerks.....	17,215.23
Total annual miles of service by railway postal clerks (by crews).....	132,654,779
Total annual miles of railway service of trains carrying express mail and closed pouches.....	19,648,763
Average annual distance run by postal clerks (by crews).....	42,806

operation in the United States June 30, 1890.

RECAPITULATION.

Annual miles of service performed by crews.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled exclusive of mail separated for city delivery.	Total number of registered packages and cases handled.	Total number of through registered pouches, including inner registered sacks handled.
	Whole cars in use.	Whole cars in reserve.	Apartments in use.	Apartments in reserve.	Total cars and apartments.			
6,747,173	30	6	124	33	193	821,730,490	1,226,224	89,229
13,404,687	46	19	270	104	439	911,746,270	2,728,882	156,632
6,963,308	33	9	90	36	168	363,224,030	1,076,959	98,251
12,225,827	28	7	157	50	242	605,942,840	1,564,372	117,561
20,158,422	51	7	255	64	377	1,420,320,960	2,385,549	179,042
18,844,477	88	23	214	35	360	1,080,856,180	1,811,528	112,730
16,722,497	37	16	212	58	323	881,117,650	1,322,857	119,868
6,947,622	30		74	8	107	256,396,660	766,888	61,499
7,067,981	46	8	74	18	146	704,224,770	834,022	99,058
12,801,188	35	3	160	41	239	614,238,490	1,471,393	50,190
10,720,582	15	5	130	33	183	428,925,260	1,210,619	58,138
132,654,779	439	103	1,760	475	2,777	7,847,723,900	14,578,293	1,138,208
124,021,032	396	94	1,680	485	2,655	7,028,837,180	15,866,550	1,134,918
8,633,747	43	9	80	*10	122	820,886,470	708,743	3,290

*Decrease.

Total number of letters, pieces of ordinary mail, registered packages, through registered pouches, and inner registered sacks handled.....	7,865,438,101
Total number of errors in distribution	2,812,574
Annual average number of pieces handled by each postal clerk	1,477,885
Average daily miles run by each postal clerk at work on line	140.07
Percentage of increase in the number of pieces of mail handled.....	11.6

TABLE B^b.—Statement of steam-boat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, terminal of route.	Contractor.	Miles of route.
Baltimore and Benedict, Md.	3	10094	Baltimore, Benedict, Md.	Henry Williams	117.25
Baltimore and Chestertown, Md.	3	10093	Baltimore, Chestertown, Md.	.....	58
Baltimore and Crisfield, Md.	3	10100	Baltimore, Crisfield, Md.	Eastern Shore Steam-boat Company.	115
Baltimore, Md., and Fitchett's, Va.	3	10095	Baltimore, Md., Fitchett's, Va.	Maryland Steam-boat Company.	211.50
Baltimore, Md., and Fredericksburgh, Va.	3	11100	Fredericksburgh, Va., Baltimore, Md.	Henry Williams	289
Baltimore, Md., and Norfolk, Va.	3	11097	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Company.	184
Baltimore and Salisbury, Md.	3	10098	Baltimore, Salisbury, Md.	Maryland Steam-boat Company.	140
Baltimore, Md., and West Point, Va.	3	10097	Baltimore, Md., West Point, Va.	.....	196
Bayou Sara and Baton Rouge, La.	4	30095	Baton Rouge, Bayou Sara.	.....	32
Cairo, Ill., and Elmot, Ark.	7	28099	Cairo, Ill., Elmot, Ark.	John A. Scudder	173
Cape Charles and Norfolk, Va.	2	11094	Cape Charles, Norfolk, Va.	New York, Philadelphia, and Norfolk Railroad Company.	38
Demopolis and Mobile, Ala.	4	17098	Mobile, Demopolis, Ala.	.....	254
Evansville, Ind., and Paducah, Ky.	5	20099	Evansville, Ind., Paducah, Ky. (Ohio River).	G. J. Grammer	145.50
Faisonla and Vicksburg, Miss.	4	18098	Vicksburg, Faisonla, Miss.	.....	186
Franklin, Va., and Edenton, N. C.	3	13097	Edenton, N. C., Franklin, Va.	Albemarle Steam Navigation Company.	97

the United States at any time during the year ended on June, 30, 1890.

Annual miles of service.	Number of round trips with clerks per week.	Number of steam-boats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
24,388	2	1	13 0	5 0	1	1	77	1	Connects lines centering at Baltimore, Md.
18,096	3	1	10 5	5 0	1	1	57.81	1	Connects lines centering at Baltimore, Md., and the Clayton and Chestertown R. P. O. at Chestertown, Md.
71,360	6	2	9 0	10 0	2	1	115	2	Service on this route is performed between Baltimore and Crisfield, Md. (115 miles), 6 times per week, and twice a week the residue of the route (123.50 miles), from May 1 to December 31, and twice a week to Crisfield and once a week the residue of the route from January 1 to April 6 of each year. Connects lines centering at Baltimore, Md.
43,092	2	1	10 6	3 0	1	1	140	1	Connects lines centering at Baltimore, Md.
137,280	2	2	9 8	7 6	2	1	219	2	Connects lines centering at Baltimore, Md., and the Fredericksburgh and Orange and Washington and Wilmington R. P. O.'s at Fredericksburgh, Va. Additional service is performed on this route twice per week between Baltimore, Md., and Tappahannock, Va.
115,184	6	1	10 6	7 0	2	1	184	2	Connects lines centering at Baltimore, Md., and Norfolk, Va.
43,680	3	1	6 2	10 3	1	1	140	1	Connects lines centering at Baltimore, Md., and at Salisbury, Md., with the Philadelphia and Crisfield R. P. O.
122,696	6	1	6 8	6 2	2	1	196	2	Connects lines centering at Baltimore, Md., and at West Point with the West Point and Richmond R. P. O.
20,096	6	1	8 0	6 0	1	1	61	1	
53,976	3	6	12 0	10 0	2	1	86.50	2	Connects at Cairo, Ill., with Cairo, Ill., and Poplar Bluff, Mo., R. P. O.; Cairo, Ill., and Texarkana, Ark., R. P. O.; Cairo, Ill., and Mobile, Ala., R. P. O.; Cairo, Ill., and New Orleans, La., R. P. O.; Centralia and Cairo, Ill., R. P. O.; Danville and Cairo, Ill., R. P. O., and St. Louis, Mo., and Jackson, Tenn., R. P. O.; at Columbus, Ky., with St. Louis, Mo., and Columbus, Ky., R. P. O.; at New Madrid, Mo., with Paw Paw (n. o.) and New Madrid, Mo., pouch service; at Hickman, Ky., with Nashville, Tenn., and Hickman, Ky., R. P. O., and at Elmot, Ark., with Gold dust and Memphis, Tenn., R. P. O. (river line).
27,816	7	1	7 0	4 4	1	1	78	1	Connects Peninsular Junction and Cape Charles, R. P. O., Norfolk and Lynchburgh R. P. O., Norfolk and Raleigh R. P. O., Norfolk and Edenton R. P. O., Norfolk and Richmond R. P. O., Norfolk, Newport News, and Richmond, R. P. O.
26,416	1	1	6 0	6 0	1	1	84	1	
90,792	6	2	11 6	6 9	2	1	145.50	2	Makes all connections at Evansville, Ind., Shaw-uectown, Ill., and Paducah, Ky.; also at Henderson, Ky., with Louisville and Henderson, Evansville and Princeton, and Nashville and St. Louis R. P. O.'s; at Mt. Vernon, Ind., with Nashville and St. Louis, and Fort Branch and Mt. Vernon R. P. O.'s.
9,672	1	1					62	1	Mail carried in cabin in charge of officer of the boat at nominal salary.
30,264	3	1	8 2	6 9	1	1	97	1	Connects the Norfolk and Edenton R. P. O. at Edenton, and the Norfolk and Raleigh R. P. O. at Franklin.

TABLE B^b.—Statement of steam-boat mail service with postal clerks in operation

Railway mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Geneva and Watkins, N. Y.	2	6985	Geneva, Watkins, N. Y. ...	Seneca Lake Steam Navigation Company.	43.50
Golddust and Memphis, Tenn.	11	29099	Golddust, Memphis, Tenn.	James Lee.....	106.50
Greenville and Vicksburg, Miss.	11	29096	Greenville, Vicksburg, Miss.	Robert E. Lee.....	157.75
Greenwood and Vicksburg	4	18099	Vicksburg, Greenwood, Miss.	.....	265.50
Louisville, Ky., and Evansville, Ind.	5	20098	Louisville, Ky., Evansville, Ind. (Ohio River).	W. W. Hite	210.25
Melbourne and Jupiter.....	4	16094	Melbourne, Jupiter, Fla.	.....	86
Memphis, Tenn., and Arkansas City, Ark.	11	29097	Memphis, Tenn., Arkansas City, Ark.	John D. Adams.....	253
Memphis, Tenn., and Friar's Point, Miss.	11	29098	Memphis, Tenn., Friar's Point, Miss.	James Lee.....	111
Mount Vernon and Seattle, Wash.	8	43091	Seattle, Mount Vernon, Wash.	.....	.....
Natchez and Bayou Sara ..	4	30092	Natchez, Bayou Sara, La.	.....	110
New Orleans and Port Vincent.	4	30097	New Orleans, Port Vincent, La.	.....	105
Norfolk and Richmond, Va.	3	11999	Norfolk, Richmond, Va. ...	Virginia Steam-boat Company.	135
Paducah, Ky., and Florence, Ala.	5	20095	Paducah, Ky., Florence, Ala. (Tennessee River).	H. M. Sweetser	300
Palatka and Drayton Island.	4	16089	Palatka, Drayton Island, Fla.	.....	39.25
Portland and Astoria, Oreg.	8	44100	Portland, Astoria, Oregon.	Oregon Railway and Navigation Company.	82
Port Townsend and Seattle, Wash.	8	43099	Seattle, Port Townsend, Wash.	Washington Steam-boat and Transportation Company.	77
Rome and Gadsden	4	17096	Rome, Ga., Gadsden, Ala. ....	.....	155
Selma and Mobile	4	17097	Mobile, Selma, Ala. ....	.....	308
Tampa and Ellenton.	4	16088	Tampa, Ellenton, Fla. ....	.....	45
Ticonderoga and Lake George, N. Y.	2	6984	Ticonderoga, Lake George, N. Y.	Champlain Transportation Company.	40

in the United States at any time during the year ended on June 30, 1890—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steam-boats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
27,144	6	1	7 6	6 0	1	2	87	2	Connects Syracuse, Auburn and Rochester R. P. O.; Canandaigua and Elmira R. P. O.; New York and Chicago R. P. O.; Geneva and Williamsport R. P. O.; Lyons and Sayre R. P. O.
33,228	3	1	7 0	6 0	1	1	106.50	1	Connects at Elmot, Ark., with Cairo, Ill., and Elmot, Ark., R. P. O. (River Line), and at Memphis, Tenn.; with all R. P. O. lines.
49,376	3	2	8 8	7 8	2	1	72.87	2	Connects at Leland, Miss., with Leland and Glen Allen R. P. O., formerly Arkansas City, Ark., and Vicksburg, Miss., R. P. O., curtailed to begin at Greenville, Miss.; decrease in distance, 41 miles. Service between Arkansas City, Ark., and Greenville, Miss., performed in closed pouches.
27,612	1	1					88	1	Mail carried in cabin in charge of officer of the boat at nominal salary.
131,196	6	3	9 3	6 2	3	1	140.17	3	Makes all connections at Louisville, Ky., and Evansville, Ind., at West Point, Ky., with Louisville and Paducah R. P. O.; at Rockport, Ind., with branch of L., E. and St. L. R. R.; at Cannelton, Ind., with branch of L., E. and St. L. R. R., and at Owensboro, Ky., with Owensboro, and Russellville, and Louisville and Henderson R. P. O.
27,004	3	1	7 9	6 0	1	1	86	1	
52,520	2	1	6 0	6 0	1	1	144	1	
34,632	3	1	7 9	6 6	1	1	111	1	
34,430	3	1	7 0	6	1	1	110	1	New service, established June 4, 1890. Service not in operation June 30, 1890. (Distance, 75 miles)
21,840	2	1					70	1	Mail carried in cabin in charge of officer of the boat at a nominal salary.
42,120	3	1	9 8	3 2	1	1	135	1	Connects lines centering at Norfolk and Richmond, Va.
62,400	2	2 ⁴	8 6	6 6	2	1	100	2 ²	Connects at Paducah, Ky., with all lines; at Danville, Tenn., with Bowling Green and Memphis R. P. O.; at Johnsonville, Tenn., with Nashville and Hickman R. P. O.; at Perryville, Tenn., with Perryville and Memphis R. P. O.; at Florence, Ala., with Memphis and Charleston R. R.
									² Two boats in reserve.
24,570	6	1	10 0	7 0	1	1	78.50	1	² Nominal salaries to officers of boats.
51,332	6	2	14 0	6 6	2	1	101	2	Eighty-two miles of route 6 times per week; additional offices supplied 3 times per week. Increases distance 38 miles.
11,856			8 0	8 3					Connects at Portland with the Spokane Falls and Portland, Huntington and Portland and Corvallis R. P. O. and Coburg, and Portland and Corvallis R. P. O.
48,202	6	2	14 0	7 0	2	1	77	2	Connects at Seattle with Seattle and Tacoma R. P. O., at Port Townsend with the Whatcom and Port Townsend R. P. O.
32,240	2	1	9 6	6 7	1	1	103	1	
64,084	2	2	6 0	6 0	2	1	103	2	
28,170	6	1	12 0	6 6	1	1	90	1	
9,707	6	1	9 5	5 8	(²)	(²)			¹ Service for 4½ months in summer.
									² Service performed by an acting clerk.
									Connects Rouse's Point and Albany R. P. O.

TABLE B^b.—Statement of steam-boat mail service with postal clerks in operation in

Railway mail service designation.	Division.	Number of route.	Contract designation, terminal of route.	Contractor.	Miles of route.
Titusville and Melbourne.	4	16095	Titusville, Melbourne, Fla.	.....	42.50
Vicksburg and Natchez.	4	30091	Natchez, Vicksburg.	.....	160
Whatcom and Port Townsend, Wash.	8	43007	Port Townsend, Whatcom, Wash.	J. C. Brittain.	122.50
Whatcom and Seattle, Wash.	8	43008	Seattle, Whatcom, Wash.	Oregon Railway and Navigation Company.	128

the United States at any time during the year ended on June 30, 1890—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
26,605	6	1	7 0	7 0	1	1	85	1	Connects at Port Townsend with Port Townsend and Seattle R. P. O. Connects at Seattle with Port Townsend and Seattle R. P. O.
31,300	3	1	8 6	8 6	1	1	100	1	
38,220	3	1	7 10	7 0	1	1	122.50	1	
80,128	6	2	12 6	5 6	2	1	128	2	

RECAPITULATION.

Division.	Number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles run by crews.	Number of mail apartments.
First						
Second	3	2	3	121.50	64,667	3
Third	10	14	14	1,842.75	649,060	14
Fourth	13	14	14	1,728.25	374,019	14
Fifth	3	7	7	665.75	284,388	19
Sixth						
Seventh	1	2	2	173.00	53,976	6
Eighth	5	7	7	447.50	229,739	7
Ninth						
Tenth						
Eleventh	4	5	5	627.25	169,756	5
Total	39	51	52	5,296.00	1,825,605	58
Total, as per report for the fiscal year ended June 30, 1889	45	51	51	5,443.78	1,849,703	59
Decrease	6		†1	147.78	24,098	1

* Including one acting clerk.

† 2 in reserve.

‡ Increase.

Total miles of route 5,296
 Total annual miles of service 1,825,605
 Average annual distance run by crews 35,796

TABLE, Cc.—Statement of mail service performed in closed pouches upon railroads and ended June

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Aberdeen and Muldon, Miss ..	4	18007	Muldon, Aberdeen, Miss	Mobile and Ohio R. R.
Adelphi and Kingston, Ohio ...	5	21099	Adelphi, Kingston, Ohio	Cin., Hock. Val. and Huntington Rwy.
Alameda and San Francisco, Cal.	8	46026	Alameda, San Francisco, Cal.	Central Pacific R. R.
Alamosa and Del Norte, Colo..	7	38011	Alamosa, Del Norte, Colo ...	Denver and Rio Grande ...
Albia and Centreville, Iowa...	6	27093	Albia, Relay (n. o.), Iowa ...	Centreville, Moravia and Albia.
		28015 (part)	Relay (n. o.), Centreville, Iowa.	Keokuk and Western.....
Alden and Eldora Junction, Iowa.	6	27088	Eldora Junction, Alden, Iowa.	Chicago, Iowa and Dakota .
Alderson and Luzerne.....	2	8170	Luzerne, Alderson, Pa.....	Penna. and N. Y. Canal Co.
Alexandria and Alexandria Junction (n. o.), Va.	3	11004 (part)	Alexandria, Round Hill, Va.	Richmond and Danville.....
Alma and Ithaca, Mich.....	9	24030	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.
Alta and Bingham Junction, Utah.	8	41006	Bingham Junction, Alta, Utah.	Rio Grande Western R. R..
Alton Junction and Alton, Ill	5	23061	Alton Junction (n. o.), Chicago and Alton Junction (n. o.), Ill.	Indianapolis and St. Louis Rwy.
Alton and Scotia, Cal	8	46070	Alton, Scotia, Cal.....	Pacific Lumber Co. R. R. ...
Altoona and Henrietta.....	2	8036	Altoona, Henrietta, Pa.....	Penna.
Amesbury and Salisbury, Mass	1	8007	Salisbury, Amesbury, Mass.	Boston and Maine R. R.
Amory and Aberdeen, Miss... 4	4	18024	Amory, Aberdeen, Miss.....	Kan. City, Mem. and Birm. R. R.
Angelica and Belfast Junction.	2	6144	Angelica, Belfast Junc., N. Y.	Lackawanna and Southwestern.
Anglesea Junction and Holly Beach, N. J.	2	7061	Anglesea Junction, Holly Beach, N. J.	West Jersey R. R.....
Anniston and Sylacauga, Ala. .	4	17029	Anniston, Sylacauga, Ala. .	Anniston and Atlantic R. R
Ansonia and New Haven, Conn.	1	5017	New Haven, Ansonia, Conn.	New Haven and Derby R. R
Arcata Wharf (n. o.) and Blue Lake, Cal.	8	46052	Arcata Wharf (n. o.), Blue Lake, Cal.	Arcata and Mad River R. R.
Argenta and Altheimer, Ark... 11	11	29026	Argenta, Altheimer, Ark....	St. Louis, Arkansas and Texas R. R.
Artesia and Starkville, Miss ..	4	18015	Artesia, Starkville, Miss....	Mobile and Ohio R. R.
Ashburnham and Ashburnham Jct. (n. o.)	1	3070	Ashburnham, Ashburnham Junction (n. o.).	Fitchburg R. R.
Ashland, Wis., and Duluth, Minn.	10	25067	Ashland, Wis., Duluth, Minn.	Northern Pacific

parts of railroads over which no railway post-offices run, in operation during the fiscal year 30, 1890.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
9.46	13,811	14	8	July 1, 1888	<i>Pounds.</i> 272	
10.99	6,880	6	12	July 1, 1888	140	
11.26	93,344	69	28	July 1, 1890	503	Supplied by initial and terminal offices; Alameda, Berkeley, Oakland, and West Berkeley exchange; Alameda and Oakland exchange with Ogden and San Francisco, Cal., R. P. O.
31.85	19,996	6	14	July 1, 1890	321	Connects at Alamosa with Pueblo and Silverton, Colo., R. P. O.
24.53	16,578	6	16	July 1, 1887	131	Distance (2 miles) covered by Keokuk and Humeaton, Iowa, R. P. O. Supplied by initial and terminal offices. Connects at Albia with Burlington and Council Bluffs, Iowa, R. P. O., at Centerville with Davenport, Iowa, and Atchison, Kans., R. P. O., and with Keokuk and Humeaton, Iowa, R. P. O., and at Moravia with Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.
(1)				July 1, 1887	410	
26.42	33,078	12	16	July 1, 1887	163	Supplied by Eldora and Iowa Falls and by Tama and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O., and at Iowa Falls with Dubuque and Sioux City and Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O.'s.
13.26	16,062	12	12	July 1, 1889	70	
1.80	2,254	12	18	July 1, 1889	793	Balance of route (45.30 miles) covered by the Washington and Round Hill R. P. O.
7.20	9,014	12	14			Connects at Alma, Mich., with the East Saginaw and Howard City R. P. O. Balance of route, 88.76 miles, covered by East Saginaw and Howard City R. P. O.
18.32	13,374	7	8	July 1, 1890	14	Supplied by Salt Lake City; connects at Bingham Junction with Denver and Ogden R. P. O.
4.20	5,980	124	8	July 1, 1887	169	Previous to May 19, 1890, 12 round trips; commencing that date, 24 round trips.
7.20	5,256	7	4	July 1, 1890	41	New service established Jan. 1, 1890; pouches exchanged with Eureka and Hydeville R. P. O.
27.90	52,896	18	42	July 1, 1889	367	
(1)	12,649	27	28	July 1, 1889	464	Supplied by initial and terminal offices and by Amesbury and Boston, Bangor and Boston, and North Conway and Boston R. P. O.'s. Distance (4.49 miles) covered by Amesbury and Boston R. P. O.
18.98	10,205	7	4	July 1, 1889	87	
6.87	8,601	12	8			
7.78	9,741	12	12	July 1, 1889	68	
53.96	33,778	6	20	July 1, 1888	103	
13.45	37,847	27	62	July 1, 1889	660	Supplied by initial and terminal offices and by Boston, Providence and New York, Boston, Springfield and New York R. P. O.'s.
10.60	7,738	7	6	July 1, 1890	100	Supplied by Eureka, Cal.
42.95	27,086	6	21	July 1, 1890	75	Connects at Argenta, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.; at Altzheimer, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.; and at Little Rock, Ark., with Fort Smith, Ark., and Leland, Miss., R. P. O. and Memphis, Tenn., and Little Rock, Ark., R. P. O.
11.52	16,819	14	12	July 1, 1889	219	
2.71	5,938	21	20	July 1, 1890	178	Supplied by Boston, Mass., and Troy, N. Y., and Essex Jct., Mass., and Boston R. P. O.'s.
71.69	52,334	7	10	July 1, 1889	98	Supplied by initial and terminal offices. Connects at Iron River, Wis., with Nestoria, Mich., and Iron River, Wis., pouch service; at Superior, Wis., with Duluth, Minn., and Eau Claire, Wis., R. P. O.; and at West Superior, Wis., with Duluth and Staples, Minn., and Duluth, Minn., and Eau Claire, Wis., R. P. O.'s.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Aspen Junction (n. o.) and Aspen, Colo.	7	138034 (part)	Colorado Springs and Aspen, Colo.	Colorado Midland
Atco and Glassborough, N. J.	2	7035	Atco, Glassborough, N. J.	Atlantic City
Athens and Abbotsford, Wis.	10	25072	Abbotsford, Athens, Wis.	Abbotsford and North-eastern Ewy.
Atkins and Bishopville, S. C.	4	14029	Atkins, Bishopville, S. C.	Bishopville R. R.
Atlantic and Griswold, Iowa	6	27054	Atlantic, Griswold, Iowa	Chicago, Rock Island, and Pacific.
Atlantic and West Quincy, Mass.	1	3065	Atlantic, West Quincy, Mass.	Old Colony R. R.
Atlantic City and Longport, N. J.	2	7068	Atlantic City, Longport, N. J.	Camden and Atlantic
Atoka and Lehigh, Ind. Ter.	11	32001	Atoka, Lehigh, Ind. Ter.	Mo., Kans. and Texas
Attica and Covington, Ind.	5	22047	Attica, Covington, Ind.	Wabash
Attica and Medicine Lodge, Kans.	7	39048	Attica, Medicine Lodge, Kans.	Southern Kansas
Auburn and Genoa, N. Y.	2	6141	Auburn, Genoa, N. Y.	Lehigh Valley
Auburn and Hope, R. I.	1	4008	Auburn, N. Y., Hope, R. I.	New York, Providence and Boston R. R.
Auburn and Warwick, R. I.	1	4010	Auburn, N. Y., Warwick, R. I.	New York, Providence and Boston R. R.
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	3027	Auburndale Station (n. o.), Newton Lower Falls, Mass.	Boston and Albany R. R.
Audubon and Atlantic, Iowa	6	27044	Atlantic, Audubon, Iowa	Chicago, Rock Island and Pacific.
Aurora and Hastings, Nebr.	6	34044	Aurora, Ill., Hastings, Nebr.	Burlington and Mo. River in Nebr.
Aurora and Joliet, Ill.	6	23108	Joliet, Aurora, Ill.	Elgin, Joliet and Eastern...
Au Sable and Potts, Mich.	9	24089	Au Sable, Potts, Mich.	Au Sable and Northwestern.
Avoca and Carson, Iowa	6	27063	Avoca, Carson, Iowa	Chicago, R. Isl'd and Pacific.
Balcony Falls and Lexington, Va.	3	11029	Balcony Falls, Lexington, Va.	Chesapeake and Ohio

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
18.65	27,229	14	20	July 1, 1890	Pounds 1,342	Connects at Aspen Junction (n. o.), Colo., with Colorado Springs and New Castle, Colo., R. P. O., and at Aspen, Colo., with Denver and Aspen, Colo., R. P. O.'s. 197.40 miles of route 28034, between Colorado Springs and Aspen Junction (n. o.), Colo., covered by Colorado Springs and New Castle, Colo., R. P. O.
17.81 15.08	22,298 9,440	12 6	18 4	July 1, 1889 Feb. 1, 1890	174 48	Supplied by closed pouches from Abbotsford, Wis. Connects at Abbotsford with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., and Ashland, Wis., and Abbotsford, Wis., R. P. O's.
15.79 15.22	4,926 19,055	3 12	8 16	July 1, 1889 July 1, 1887	37 207	Supplied by initial and terminal offices and West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service, and at Atlantic, Iowa, with Audubon and Atlantic, Iowa, pouch service. Supplied by Boston, Mass.
3.72 7.08	7,017 8,864	18 12	18 12	July 1, 1889	134	
8.11	10,121	12	8	July 1, 1890	155	Double daily service (except Sunday). Connects at Atoka, Ind. Ter., with Sedalia, Mo., and Denison, Tex., R. P. O.
15.78 21.76	19,757 27,722	12 17	8 16	July 1, 1888 July 1, 1890	54 286	Connects at Attica, Kans., with Newton and Kiowa, Kans., R. P. O. 14 fourteen round trips a week from July 1, 1889, to March 29, 1890, seven of which service was performed by Newton and Kiowa railway postal clerks, and the service included in column 7 of this report.
21.59 10.65	13,515 23,334	6 21	12 20	July 1, 1889	299	Supplied by Providence, R. I.
7.58	9,803	12	10	July 1, 1889	41	Providence exchanges with Warwick.
2.02	4,426	21	24	July 1, 1889	107	Supplied by initial and terminal offices, and Boston, Mass.
26.65	32,615	12	32	July 1, 1887	277	Supplied by initial and terminal offices, and by West Liberty, Mo., and Council Bluffs, Iowa, R. P. O. Connects at Audubon with Manning and Audubon, Iowa, pouch service, and at Atlantic, Iowa, with Atlantic and Griswold, Iowa, pouch service. Supplied by initial and terminal offices.
29.84	37,359	12	14	July 1, 1890	204	Connects at Aurora, Nebr., with Aurora and Arcadia, Nebr., and with Lincoln and Crawford, Nebr., R. P. O's, and at Hastings, Nebr., with all lines centering there.
22.83	28,583	12	18			Supplied by initial and terminal offices. Connects at Joliet with Chicago, Ill., and St. Louis, Mo., and Chicago, Ill., and West Liberty, Iowa, R. P. O's. Connects at Aurora, Ill., with all lines centering there.
38.27	2,832	6	4			Established by order May 7, 1890. Began service May 19, 1890. At Au Sable, Mich., connects the Alpena and Alger R. P. O.
17.79	22,271	12	20	July 1, 1887	219	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Carson and Hastings, Iowa, pouch service, and at Avoca, Iowa, with Harlan and Avoca, Iowa, pouch service.
21.51	42,640	19	30	July 1, 1889	436	Connects Richmond, Lynchburgh, and Clifton Forge, R. P. O. at Balcony Falls, and the Baltimore and Lexington R. P. O. at Lexington.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Baldwin and Louisa, La.	11	30015	Baldwin, Louisa, La.	Morgan's La. and Texas (So. Pac.).
Ballston and Schenectady, N. Y.	2	6025	Schenectady, Ballston, N. Y.	Del. and Ind. Canal Co.
Baltimore and Annapolis, Md.	3	10028	Baltimore, Annapolis, Md.	Annapolis and Baltimore Short Line.
Baltimore and South Baltimore, Md.	3	10023	Baltimore, South Baltimore, Md.	Baltimore and Ohio.
Bangor and Bethlehem, Pa.	2	8046	Bethlehem, Bangor, Pa.	Central R. R. of New Jersey.
Bangor Junction, Pa., and Brainarda, N. J.	2	8115	Bangor Junction, Pa., Brainarda, N. J.	Bangor and Portland.
Barnegat City and Barnegat City Junction, N. J.	2	7056	Barnegat City, Barnegat City Junction, N. J.	Tuckerton.
Barnesville and Thomaston, Ga.	4	15019	Barnesville, Thomaston, Ga.	Cent. R. R.
Barstow and Mojave, Cal.	6	46042 (part)	Mojave, Barstow, Cal.	Atlantic and Pacific R. R.
Barton and St. Clairsville, Ohio.	6	21097	St. Clairsville, Barton, Ohio.	St. Clairsville and Northern Rwy.
Barto's and Pottstown, Pa.	2	8057	Pottstown, Barto's, Pa.	Phila. and Reading.
Baton Rouge and Baton Rouge Junction, La.	11	30013	Baton Rouge Junction (n. o.), and Baton Rouge, La.	Texas and Pacific.
Battle Mountain and Austin, Nev.	8	45003	Battle Mountain, Austin, Nev.	Nevada Central R. R.
Bayfield and Ashland Junction (n. o.), Wis.	10	25028 (part)	Hudson, Bayfield, Wis.	C., St. P., M. and O. Ry.
Bayhead Junction and Whiting, N. J.	2	7054	Whiting, Bayhead Junction, N. J.	Penna.
Bay View (n. o.) and Canton Docks (n. o.), Md.	3	10016	Bay View (n. o.), Canton Docks (n. o.), Md.	Philadelphia, Wilmington, and Baltimore.
Beach Tree Junction and Beach Tree, Pa.	2	8178	Beach Tree Junction, Beach Tree, Pa.	Rochester and Pittsburgh.
Bear Creek and Bear Creek Junction.	2	8181	Bear Creek, Bear Creek Junction, Pa.	Lehigh Valley.
Bear Creek Junction (n. o.) and Morrison, Colo.	7	38022	Bear Creek Junction (n. o.), Morrison, Colo.	Denver, South Park and Pacific.
Beaumont and Sabine Pass, Tex.	11	31045	Beaumont, Sabine Pass.	Sabine and East Texas (So. Pac.).
Belleville and East St. Louis, Ill.	6	23088	East St. Louis, Belleville, Ill.	Illinois and St. Louis.
Belmont and Jefferson, Ga.	4	15045	Belmont, Jefferson, Ga.	Gains, Jeff. and South. R. R.
Belmont and Tilton, N. H.	1	1119	Belmont; Tilton, N. H.	Concord and Montreal R. R.
Benore and Tyrone.	2	8113	Tyrone, Benore, Pa.	Penna.
Berkeley and West Oakland, Cal.	8	46024	West Oakland, Berkeley, Cal.	Central Pacific R. R.
Berlin and Garrett.	2	8090	Berlin, Garrett, Pa.	Baltimore and Ohio.
Bermudah Hundred and Eppe's Falls, Va.	3	11017	Bermudah Hundred, Eppe's Falls, Va.	Farmville and Powhatan.
Berrien Springs and Buchanan, Mich.	9	24085	Buchanan, Berrien Springs, Mich.	St. Joseph Valley.
Bessemer, Mich., and Mellen, Wis.	10	24071	Bessemer, Mich., Mellen, Wis.	Northern Pacific Railway.

parts of railroads over which no railway post-office run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
15.25	11,132	7	4	July 1, 1890	61	Connects at Baldwin, La., with New Orleans, La., and Houston, Tex., R. P. O.
15.24	33,391	21	30	July 1, 1889	251	
25.27	31,638	12	24	July 1, 1889	160	Connects lines centering at Baltimore and Annapolis, Md.
7.63	9,563	12	8	July 1, 1889	65	Connects lines centering at Baltimore, Md.
31.51	39,451	12	18	July 1, 1889	240	
4.57	8,582	24	12	July 1, 1889	295	
8.96	11,218	12	8	July 1, 1889	31	
16.35	20,404	12	12	July 1, 1889	31	
71.42	52,137	7	16	July 1, 1890	4,474	Including sacks. Kansas City and Pueblo, and San Francisco and Los Angeles exchange on this route. Balance of route covered by Albuquerque and Los Angeles R. P. O. (See Table A.)
4.36	5,459	12	8	July 1, 1888	68	
13.04	20,408	15	20	July 1, 1889	244	
8.50	8,935	7	6	July 1, 1890	157	Connects at Baton Rouge Junction (n. o.), La., with New Orleans, La., and Marshall, Tex., R. P. O.
93.15	29,063	3	6	July 1, 1890	226	Connects at Battle Mountain with Ogden, Utah, and San Francisco, Cal., R. P. O.
21.21	30,067	14	18	July 1, 1888	194	Balance of route covered by Ashland, Wis., and St. Paul, Minn., R. P. O. (See Table A.) Supplied by Ashland, Wis., and Ashland, Wis., and St. Paul, Minn., R. P. O.
28.59	35,795	12	20	July 1, 1889	39	
2.10	655	3	2	July 1, 1889	128	Connects New York and Washington R. P. O. at Bay View (n. o.), and the Baltimore and Norfolk R. P. O. at Canton Docks (n. o.), Md.
3.03	2,794	12	4	July 1, 1889	58	
5.43	3,399	6	4	July 1, 1889	19	
9.55	13,943	14	4	July 1, 1890	135	Trains are run direct from Denver, Colo., to Morrison and return; from Denver to Bear Creek Junction (n. o.) over route 38005.
31.21	9,768	3	2	July 1, 1890	32	Connects at Beaumont, Tex., with New Orleans, La., and Houston, Tex., R. P. O., and Rockland and Beaumont, Tex., R. P. O. Trains run Tuesdays, Thursdays, and Saturdays.
15.35	11,295	7	2	July 1, 1887	79	Supplied by St. Louis, Mo., and by transfer clerk at East St. Louis, Ill. Connects with all lines centering at East St. Louis, Ill.
13.34	8,311	6	4	July 1, 1888	85	
6.82	1,173	12	12	-----	-----	Belmont and Tilton exchanges, and supplied by St. Albans and Boston, Lancaster and Boston, and Plymouth and Concord R. P. O's.
25.91	32,439	12	20	July 1, 1889	92	
5.20	13,562	25	32	July 1, 1890	400	Connects with Ogden, Utah, and San Francisco R. P. O., Berkeley exchanges with Alameda, Golden Gate, Lorin, Oakland, and San Francisco.
8.45	10,579	12	8	July 1, 1889	94	
32.40	20,382	6	8	July 1, 1889	31	Connects Washington and Wilmington R. P. O. at Chester, Va.
11.88	11,119	12	10	Oct. 1, 1889	184	Order September 13, 1889, establishing this route commencing October 1, 1889, at Buchanan, Mich., connects the Detroit and Chicago R. P. O.
33.72	45,724	13	16	Oct. 10, 1887	47	Supplied by initial and terminal offices, Ashland, Wis., and Ashland and Abbotsford, Wis., R. P. O. Connect at Beaver, Mich., with Ashland and Milwaukee, Wis., R. P. O., and at Hurley, Wis., with Hurley and Pence, Wis., pouch service.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Bethel and Hawleyville, Conn. Boulah and Elkader, Iowa.....	1 6	5024 27023	Bethel, Hawleyville, Conn.. Boulah, Elkader, Iowa.....	Danbury and Norwalk R. R. Chicago, Milwaukee and St. Paul.
Big Run and Stewart, Ohio....	5 (part.)	21096	Marietta, Stewart, Ohio.....	Marietta, Columbus and Northern R. R.
Bingham Junction and Bingham Canyon, Utah. Binghamton and Buffalo, N. Y.	8 2	41004 6108	Bingham Junction, Bingham Canyon, Utah. Binghamton, Buffalo, N. Y.	Rio Grande, Western R. R.. Delaware, Lackawanna and Western.
Birmingham and Pratt Mines Ala. Black Rock and Buffalo, N. Y. Blackville and Barnwell, S. C.. Blanchester and Hillsborough, Ohio. Bloomfield and Tyrone, Pa.....	4 2 4 5 2	17023 6126 14019 21017 8068	Birmingham, Pratt Mines, Ala. Buffalo, Black Rock, N. Y.. Blackville, Barnwell, S. C.. Blanchester, Hillsborough, Ohio. Bloomfield, Tyrone, Pa.....	Tenn., Coal & Iron Co..... Grand Trunk..... Cincinnati, Washington and Baltimore R. R.. Western New York and Penna.
Bloomsburg and Rupert, Pa.... Bloomsburg and Hoytville, Pa....	2 2	8177 8029	Bloomsburg, Rupert, Pa.... Elmira, N. Y., Hoytville, Pa.	Phila. and Reading..... N. Y., Lake Erie and Western.
Blue Springs Junction (n. o.) and New Smyrna, Fla. Bluestone Junction (n. o.) and Flipping, W. Va. Boelus and Nantasket, Nebr...	4 3 6	10004 12016 34058	J. T. and K. W. Junction (n. o.), New Smyrna, Fla. Bluestone Junction (n. o.), Flipping, W. Va. Boelus, Nantasket, Nebr...	Atlantic and Western R. R.. Norfolk and Western..... Omaha, Niobrara and Black Hills.
Boise City and Nampa, Idaho...	8	42004	Nampa, Boise City, Idaho...	Idaho Central Rwy.....
Bon Air Coal Mine and Sparta, Tenn. Bonne Terre and Summit, Mo...	5 7	19013 28043	Bon Air Coal Mine, Tullahoma, Tenn. Summit, Bonne Terre, Mo...	Nashville, Chattanooga and St. Louis Rwy. St. Joe and Deloge.....
Boston and Cook Street (n. o.), Mass. Boston and Dedham, Mass..... Boston and Waltham, Mass.....	1 1 1	3074 3036 3072	Boston, Riverside Junction (n. o.), Mass. Boston, Dedham, Mass..... Boston, Waltham, Mass.....	Boston and Albany R. R.... Old Colony R. R..... Fitchburg R. R.....
Boston and Winthrop, Mass.... Bottineau and Rugby, N. Dak...	1 10	3078 35030	Boston, Winthrop, Mass.... Bottineau, Rugby, N. Dak...	Boston, Revere Beach and Lynn R. R..... St. Paul, Minneapolis, and Manitoba Rwy.
Boulder and Sunset, Colo..... Boulder Creek and Felton, Cal.	7 8	38029 46045	Boulder, Sunset, Colo..... Boulder Creek, Felton, Cal.	Greeley, Salt Lake and Pacific. South Pacific Coast Div. S. P. Co., Canadian Pacific Rwy.....
Boundary Line (n. o.) and Beattie, Mo. Bowling Green and Tontogany, Ohio. Bradford and Kinsua, Pa..... Braitree Junction (n. o.), and Kingston Station (n. o.), Mass. Brandon and Markesan, Wis...	1 5 2 1 10	29 21070 8188 3064 25055	Boundary Line (n. o.) Beattie, Mo. Tontogany, Bowling Green, Ohio. Bradford, Kinsua, Pa..... Braitree Junction (n. o.), Kingston Station (n. o.), Mass. Brandon, Markesan, Wis...	Bowling Green and Toledo R. R.. West N. Y. and Penna..... Old Colony R. R..... C. M. and St. P. Rwy.....
Brazil and Saline City, Ind.... Breadysville and Glenside, Pa.	5 2	22053 8109	Brazil, Saline City, Ind..... Glenside, Breadysville, Pa..	Evansville and Indianapolis R. R.. Philadelphia and Reading..

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
12.52	947 12,319	6 6	4 20	July 1, 1889 July 1, 1887	18 102	Discontinued September 30, 1889; 78 days. Supplied by initial and terminal offices and by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.
(?)	1,866	6	4	July 1, 1889	330	¹ Previous to February 10, 1890, balance of this route (Marietta to Big Run, Ohio, distance 35 miles) was covered by Marietta and Sharpsburgh R. P. O. Commencing with February 10, 1890, R. P. O. service covered whole route. ² Distance 4.86 miles. (See Marietta and Amesville R. P. O. Table (A).) Supplied by Salt Lake City.
17.33	12,651	7	4	July 1, 1890	67	
209.55	332,367	24	250			
6.80	8,486	12	6	July 1, 1888	94	
4.59	5,747	12	10	July 1, 1889	210	Including three sacks.
9.64	12,068	12	4	July 1, 1888	182	
21.92	27,445	12	28	July 1, 1888	564	
10.07	6,304	6	12	July 1, 1889	50	
2.19	2,742	12	4			
115.59	9,750	6	6	July 1, 1889	710	¹ Balance of route covered by Elmira and Blossburgh R. P. O. (See Table A.)
28.09	35,056	12	10	July 1, 1888	129	
9.42	6,877	7	10	Feb. 19, 1889	84	Connects Lynchburgh and Pocahontas R. P. O. at Blue Stone Junction (n. o.), W. Va.
9.74	6,097	6	4	July 1, 1890	16	Supplied by Loup City and Grand Island, Nebr., R. P. O.
26.69	38,967	14	10	July 1, 1890	578	Connects at Nampa with Green River and Huntington R. P. O.
7.12	4,457	6	2	July 1, 1888	487	¹ Balance of route covered by Sparta and Tullahoma R. P. O. 60.54 miles. (See Table A.)
13.20	22,810	24	8	July 1, 1887	128	¹ Service discontinued from March 9, 1890. Connected at Summit, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O. and St. Louis, Mo., and Texarkana, Ark., R. P. O.
	9,871	27	100	July 1, 1889	1,142	¹ 120 days. Route extended and Newton Circuit R. P. O. established November 13, 1889. Distance, 9.14 miles.
9.74	18,292	18	51	July 1, 1889	627	Supplied by Boston, Mass.
10.71	20,113	18	24	July 1, 1889	316	Waltham exchanges with Watertown, Boston with Watertown and Waltham, Waltham with Boston and Troy R. P. O.
4.70	8,837	18	6	July 1, 1889	232	Supplied by Boston, Mass.
33.10	11,887	2	12	July 1, 1889	138	Supplied by initial and terminal offices. (Connects at Rugby Jc., N. Dak., with St. Paul, Minn., and Minot, N. Dak., R. P. O.)
13.05	8,169	6	14	July 1, 1890	126	Connects at Boulder with Greeley and Denver, Colo. R. P. O., and Erie and Boulder, Colo., pouch service.
8.14	11,028	13	12	July 1, 1890	25	Connects at Boulder Creek with San Francisco and Santa Cruz R. P. O.
	500	6	12			From December 2, 1889, discontinued February 11, 1890; 61 days.
6.42	12,057	18	8	July 1, 1888	224	
29.09	36,421	12	16			
	31,040	12	88	July 1, 1889	549	241 days. R. P. O. service from April 7, 1890, covered by Boston and South Shore R. P. O. Distance 32.20 miles.
11.91	7,466	6	12	July 1, 1887	131	Supplied by Brandon, Wis., and Oshkosh and Milwaukee, Wis., R. P. O.
12.31	7,706	6	10	July 1, 1888	92	
9.85	12,322	12	16	July 1, 1889	268	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Bremo Bluff and Arvonla, Va..	8	11041	Bremo Bluff, Arvonla, Va...	Chesapeake and Ohio.....
Bridgeport and Exton, Pa.....	2	8007	Bridgeport, Exton, Pa.....	Philadelphia and Reading..
Bridgton and Bridgton Junction (n. o.) Me.	1	22	Bridgton Junction (n. o.), Bridgton, Me.	Bridgton and Saco River R. R.
Briabin and Gross Run Junction, Pa.	2	8120	Briabin, Gross Run Junction, Pa.	Penna.....
Bristol and Franklin, N. H....	1	1020	Franklin, Bristol, N. H.....	Boston and Maine R. R. (Lowell system).
Brookfield Junction (n. o.) and Danbury, Conn.	1	5022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.....
Brown's Mills and Brown's Mills Junction, N. J.	2	7079	Brown's Mills, Brown's Mills Junction, N. J.	Penna.....
Brownwood and Bollinger's Mills, Mo.	7	28065	Brownwood, Bollinger's Mills, Mo.	Cape Girardeau, Southwestern.
Bucklin and Dodge City, Kans.	7	33092	Bucklin, Dodge City, Kans.	Chicago, Rock Island and Pacific.
Burlington and Lumberton...	2	7007	Burlington, Lumberton, N. J.	Penna (Amboy division) ...
Bustleton R. R. Station and Holmesburgh Junction, Pa.	2	8151	Holmesburgh, Bustleton R. Station, Pa.	Pennsylvania.....
Buzzard's Bay and Wood's Holl, Mass.	1	3045	Buzzard's Bay, Wood's Holl, Mass.	Old Colony R. R.....
Calais and Princeton, Me.....	1	17	Calais, Princeton, Me.....	St. Croix and Penobscot R. R.
Calamine and Platteville, Wis.	10	25021	Calamine, Platteville, Wis..	C. M. and St. P. Ry.....
Caldwell, Kans., and El Reno, Ind. T.	7	133082 (part.)	Herington, Kans., El Reno, Ind. T.	Chicago, Rock Island and Pacific.
Calumet and Houghton, Mich..	10	24057	Houghton, Calumet, Mich..	Mineral Range Ry.....
Cameron and Carthage, N. C...	3	13036	Cameron, Carthage, N. C....	Raleigh and Augusta Air Line.
Cameron and Kansas City, Mo.	7	28060	Cameron, Kansas City, Mo..	Chicago, Rock Island and Pacific.
Campbell and New Almaden, Cal.	8	46049	Campbell, New Almaden, Cal.	South Pacific Coast, Div. S. P. Co.
Canada Line (n. o.) and Rouse's Point.	2	6066	Rouse's Point, Canada Line, N. Y.	Grand Trunk.....
Canada Line (n. o.) and St. Albans, Vt.	1	2006	St. Albans, Vt. and Canada Line (n. o.).	Central Vermont R. R.....
Cañon City and Westcliffe, Colo.	7	38010	Cañon City, Westcliffe, Colo.	Denver and Rio Grande.....
Canton Junction (n. o.) and Stoughton, Mass.	1	3037	Canton Junction (n. o.), Stoughton, Mass.	Old Colony R. R.....
Cape Vincent and Watertown, N. Y.	2	6085	Watertown, Cape Vincent, N. Y.	Rome, Water. and Ogd.....
Carbon Centre, Mo., and Miami, Kans.	7	28041	Miami, Kans., Carbon Centre, Mo.	Kansas City, Ft. Scott and Memphis.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
4.93	3,086	6	4	July 1, 1889	<i>Pounds</i> 18	Connects Richmond, Lynchburgh, and Clifton Forge R. P. O. at Brems Bluff.
16.93	21,196	12	20	July 1, 1889	98	
16.28	20,383	12	18	July 1, 1889	305	Supplied by Portland and Swanton R. P. O.
1.07	670	6	2	July 1, 1889	61	
12.42	16,902	12	24	July 1, 1889	319	Bristol exchanges with Franklin and by St. Albans and Boston, Claremont and Boston R. P. O.'s, and Concord.
5.80	16,339	27	16	July 1, 1889	263	Danbury with Pittsfield and Bridgeport R. P. O.
1.92	2,404	12	4			
8.63	5,402	6	6	July 1, 1889	86	Connects at Brownwood, Mo., with Cape Girardeau and Hunter, Mo., R. P. O.
(¹) 16,992		14	12	July 1, 1890	339	¹ Distance (26.55 miles) covered by Herington and Dodge City, Kans., R. P. O. (See Table A*).
						² Represents service performed July 1 to Dec. 7, 1889 (160 days). From Dec. 8, 1889, to June 30, 1890, service performed by Herington and Dodge City, Kans., R. P. O.
16.85	12,958	12	4	July 1, 1889	134	
4.05	6,338	15	8	July 1, 1889	171	
17.63	22,323	12	38	July 1, 1889	553	Connects at Buzzard's Bay with Boston and Cape Cod R. P. O.
21.28	13,321	6	8	July 1, 1889	135	*Supplied by initial and terminal offices.
18.74	35,194	18	28	July 1, 1887	282	Supplied by initial and terminal offices, and Rockford, Ill., and Mineral Point, Wis., R. P. O., connects at Platteville, Wis., with Montfort, Wis., and Galena, Ill., R. P. O.
(¹) 23,728		7	24	July 1, 1890	1,256	New service: Established Caldwell, Kans., to Kingfisher, Ind. T. (83.91 miles), from December 16, 1889; extended March 17, 1890, to El Reno, Ind. T., increasing distance 24.61; taken up May 18, 1890, by Caldwell, Kans., and El Reno, Ind. T., R. P. O.
15.68	22,893	14	36	Apr. 15, 1886	318	¹ Miles of route (108.52) covered by Caldwell, Kans., and El Reno, Ind. T., R. P. O. (See Table A*).
						Supplied by Houghton, Mich., and Mackinaw City and Houghton, Mich., R. P. O.
10.78	13,497	12	8	July 1, 1889	123	¹ 18 of these are to and from route 24009, carried only 1 mile by this route, transferred at Junction opposite Houghton, Mich.
55.06	80,368	14	22	July 1, 1887	3,017	Connects Raleigh and Gibson's Station R. P. O. at Cameron, N. C.
						Chicago, Ill., and Kansas City, Mo., R. P. O. runs over same track between Cameron and Kansas City, Mo. Trains over this route carry closed pouches between Kansas City, Mo., and lines centering there, and Davenport, Iowa, and Atchison, Kans., R. P. O., and Trenton, Mo., and Leavenworth, Kans., R. P. O.
12.86	9,388	7	6	July 1, 1890	55	Supplied by San José.
1.60	2,170	12	154	July 1, 1889	3,202	¹ All sacks.
17.45	10,924	6	8	July 1, 1889	1,151	St. Albans and Boston R. P. O.'s exchanges with Highgate Springs, Vt., and Montreal, P. Q.
33.52	4,698	6	12	July 1, 1886	264	¹ Service discontinued from Sept. 20, 1889. Connected Denver and Aspen, Colo., R. P. O. and Denver, Colo., and Ogden, Utah R. P. O. at Cañon City, Colo.
3.84	9,866	24	18	July 1, 1889	247	Supplied by Boston, Providence, R. I., and Boston and Providence R. P. O.
25.77	32,264	12	26	July 1, 1889	393	
24.06	15,665	6	32	July 1, 1887	171	Connects at Rich Hill, Mo., with Kansas City and Joplin, Mo. R. P. O., and at Miami, Kans., with Kansas City, Mo., and Memphis, Tenn., R. P. O.

TABLE C^c.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, terminal of route.	Corporate title of company.
Carbondale and East Cape Girardeau, Ill.	6	23080	Carbondale, East Cape Girardeau, Ill.	Grand Tower and Carbondale.
Cardigan Junction (n. o.) and St. Paul, Minn.	10	26062	Cardigan Junction (n. o.), St. Paul, Minn.	Mpls., St. Paul and S. de Ste. Marie.
Carey and Findlay, Ohio	5	21021	Carey, Findlay, Ohio	Cincinnati, Sandusky and Cleveland R. R.
Caro and Saginaw, Mich	9	24014	Saginaw, Caro, Mich	Michigan Central.....
Carrington and Sykeston, N. Dak.	10	35040	Carrington, Sykeston, N. Dak.	Northern Pacific
Carroll and Kirkman, Iowa ...	6	27071	Carroll, Kirkman, Iowa	Chicago and Northwestern..
Carrollton, N. Y., and Bradford, Pa.	2	3024	Carrollton, N. Y., Bradford, Pa.	New York, Lake Erie and Western.
Carson and Hastings, Iowa ...	6	27058	Hastings, Carson, Iowa....	Chicago, Burlington and Quincy.
Carthage and Lebanon, Tenn..	5	19029	Lebanon, Carthage, Tenn...	Nashville and Knoxville....
Carthage and San Antonio, N. Mex.	7	39009	San Antonio, Carthage, N. Mex.	Atchison, Topeka and Santa Fe.
Castleton and Gunnison, Colo.	7	38038	Gunnison, Castleton, Colo..	Denver, South Park and Pacific.
Castroville and Pacific Grove, Cal.	8	46030	Pacific Grove, Castroville, Cal.	Monterey R. R.
Cedar Falls and Hudson, Iowa.	6	27056 (part.)	Des Moines, Cedar Falls, Iowa.	Chicago, St. Paul and Kansas City.
Centreville and Yankton, S. Dak.	10	35021	Centreville, Yankton, S. Dak.	C. and N. W. R. R.
Centralia and Columbia, Mo..	7	28009	Centralia, Columbia, Mo....	Wabash
Chadbourne, N. C., and Conway, S. C.	3	13024	Chadbourne, N. C., Conway, S. C.	Wilmington, Chadbourne and Conway.
Chagrin Falls and Solon, Ohio.	5	21079	Solon, Chagrin Falls, Ohio..	Chagrin Falls and Southern R. R.
Chambersburgh and Edgement	2	10021	Edgement, Md., and Chambersburgh, Pa.	Western Maryland.....
Chambersburgh and Waynesborough.	2	8077	Chambersburgh, and Waynesborough, Pa.	Mont. Alto

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
55.73	40,693	7	28	Apr. 1, 1890	<i>Pounds.</i> 812	Supplied by initial and terminal offices, and by St. Louis, Mo., and Paducah, Ky., R. P. O. Connects at Carbondale, Ill. with Chicago and Cairo, Ill., R. P. O.
8.00	10,843	13	12	July 1, 1889	900	Connects Sault de Ste. Marie, Mich. and Minneapolis, Minn. R. P. O. with St. Paul, Minn., and all lines centering there.
15.50	19,406	12	14	July 1, 1888	281	
35.85	67,326	18	23	July 1, 1888	351	At Vassar, Mich., connects East Saginaw and Port Huron and Mackinaw City and Detroit R. P. O.'s. At East Saginaw, Mich., connects Bay City, Wayne and Detroit, Bad Axe and East Saginaw, East Saginaw and Howard City, Manistee and East Saginaw, and Ludington and Toledo R. P. O. At Saginaw, Mich., connects Bay City and Jackson R. P. O.
12.14	8,226	6	4	July 1, 1890	56	Supplied by Carrington, N. Dak., and Leeds and Jamestown, N. Dak., R. P. O.
35.07	43,907	12	18	July 1, 1887	325	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Carroll, Iowa, with Carroll and Merville, Iowa, R. P. O., and at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Manning and Audubon, Iowa, pouch service.
11.66	25,547	21	26	July 1, 1889	791	
16.24	10,106	6	6	July 1, 1885	879	Supplied by initial and terminal offices and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with A'oca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service.
-----	1,734	6	40	-----	-----	¹ New service, established December 2, 1889. R. P. O. service established on this route December 23, 1889. (See Carthage and Lebanon R. P. O., Table A'.)
9.01	14,018	7	8	July 1, 1887	145	¹ Service discontinued from February 9, 1890. Connected Albuquerque, N. Mex., and El Paso, Tex., R. P. O., at San Antonio, N. Mex.
15.49	16,537	13	4	July 1, 1890	21	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Crested Butte and Gunnison, Colo., pouch service.
19.65	26,645	13	16	July 1, 1890	305	¹ From July 1, to October 5, 1889, inclusive, 7 round trips per week.
10.59	13,259	12	4	July 1, 1887	612	Connects at Castroville with San Francisco and Santa Margarita R. P. O. Monterey and Pacific Grove exchange with San Francisco and Salinas and Sacramento and San Francisco R. P. O., by express trains.
29.39	36,796	12	14	July 1, 1890	341	¹ Balance of route covered by Oelwein and Des Moines, Iowa, R. P. O. (See Table A'.) Connects at Cedar Falls, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
22.14	32,824	14	22	July 1, 1887	524	Supplied by initial and terminal offices, and by Oakes, S. Dak., and Hawarden, Iowa, R. P. O. Connects at Yankton, S. Dak., with Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O.
39.17	24,520	6	22	July 1, 1888	83	Connects at Centralia, Mo., with St. Louis, Moberly, and Kansas City, Mo., St. Louis, Mo., and Council Bluffs, Iowa, and St. Louis, Louisiana, and Kansas City, Mo., R. P. O.
5.57	13,947	24	12	July 1, 1888	207	Connects Wilmington and Jacksonville R. P. O. at Conway.
21.95	41,222	18	38	July 1, 1889	128	
22.18	27,709	12	16	July 1, 1889	338	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Champion and Iron Mountain, Mich.	10	25016 (part.)	Milwaukee, Wis., Champion, Mich.	Milwaukee and Northern...
Charlotte and Rochester, N. Y.	2	6021	Rochester, Charlotte, N. Y.	N. Y. C. and H. R.
Chatham and Hudson, N. Y.	3	6069	Hudson, Chatham, N. Y.	Boston and Albany
Chatham Station (n. o.) and Harwich Junction (n. o.), Mass.	1	3081	Chatham Station (n. o.), Harwich Junction (n. o.), Mass.	Old Colony R. R.
Chewhaw (n. o.) and Tuskegee, Ala.	4	17019	Chewhaw (n. o.), Tuskegee, Ala.	Tuskegee R. R.
Cherry Vale and Coffeyville, Kans.	7	133004	Lawrence, Coffeyville, Kans.	Southern Kansas
Cherry Valley and Cobleskill, N. Y.	2	6027	Cobleskill, Cherry Valley, N. Y.	Del. and Hud. Canal Co.
Cheviot and Cincinnati, Ohio...	5	21104	Cincinnati, Cheviot, Ohio...	Cincinnati and Westwood R. R.
Chippewa Falls and Eau Claire, Wis.	10	25026 (part.)	Eau Claire, Abbotsford, Wis.	Northern Pacific
Claremont and Claremont Junction (n. o.), N. H.	1	1009 (part.)	Concord, Claremont Junction (n. o.), N. H.	Boston and Maine R. R. (Lowell system).
Claremont and Belfield, Va.	8	11634	Claremont, Belfield, Va.	Atlantic and Danville
Clarion Junction and Clarion, Pa.	2	8147	Clarion Junction, Clarion, Pa.	Pittsburgh and Western
Clarke City and Buckingham, Ill.	6	23086	Buckingham, Clarke City, Ill.	Illinois Central
Clifton, Ariz., and Lordsburg, N. M.	8	89012	Lordsburg, N. M., Clifton, Ariz.	Arizona and New Mexico R. R.
Climax and Thomasville, Ga.	4	15081 (part.)	Thomasville, Bainbridge, Ga.	Sav., Fla. and West Rwy. ...
Clinton and Ethel, La.	4	30006	Clinton, Ethel, La.	Louis, N. O. and Tex. Rwy.
Cloquet and Northern Pacific Junction, Minn.	10	26036	Northern Pacific Junction, Cloquet, Minn.	St. Paul and Duluth
Clove Valley and Clove Branch Junction, N. Y.	2	6114	Clove Branch Junction, Clove Valley, N. Y.	Newburgh, Dutchess and Connecticut.
Coalboro (n. o.) and Moseley's Junction, Va.	9	11046 (part.)	Coalboro (n. o.), Farmville, Va.	Farmville and Powhatan ...
Coalport and Cresson, Pa.	2	8168	Coalport, Cresson, Pa.	Clearfield County and N. Y. Short Route.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
55.80	73,058	13	13	July 1, 1887	Pounds. 1,062	¹ Balance of route covered by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. (See Table A ²). Supplied by Iron Mountain, Mich., and Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Republic, Mich., with Humboldt and Republic, Mich., pouch service, and at Iron Mountain, Mich., with Powers, Mich., and Florence, Wis. R. P. O.
9.41	17,072	13	8			
17.53	21,945	12	20	July 1, 1889	173	Supplied by Boston and Cape Cod R. P. O.
7.04	8,814	12	18			
6.90	7,512	12	8	July 1, 1888	143	
16.08	24,268	14	10	July 1, 1890	2,908	¹ Connects at Cherry Vale, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., Arcadia and Cherry Vale, Kans., R. P. O. and St. Louis, Mo., and Barron, Kans., R. P. O. Connects at Coffeyville, Kans., with Holden, Mo., and Coffeyville, Kans., R. P. O., Nevada, Mo., and Winfield, Kans., R. P. O., and Kansas City, Mo., and Coffeyville, Kans., R. P. O.
22.86	23,021	12	16	July 1, 1889	245	¹ 27.89 miles of route 83004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O., and 97.80 miles, between Ottawa and Cherry Vale, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A ² .)
7.80	9,399	12	18	May 6, 1889	181	
11.29	23,551	20	14	July 1, 1887	1,465	¹ Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O. (See Table A ²). Connects at Eau Claire, Wis., with Duluth, Minn., and Eau Claire, Wis., Eau Claire, Wis., and Wabasha, Minn.; and St. Paul, Minn., and Elroy, Wis., R. P. O.'s.
2.02	6,323	20	24	July 1, 1889	1,063	Balance of route (34.90 miles) covered by R. P. O. service. (See Table A ² .) Supplied by Newport and Springfield R. P. O. and Claremont and Boston R. P. O.
54.51	54,123	6	42	July 1, 1889	93	Connects Norfolk and Lynchburgh R. P. O. at Waverly Station, Va., and Washington and Wilmington R. P. O. at Belfield, Va.
6.92	8,064	12	10	July 1, 1889	276	
9.72	6,065	6	2	July 1, 1888	119	Supplied by Buckingham, Ill., and by Kankakee and Kankakee Junction, Ill., R. P. O.
71.51	44,765	6	8	July 1, 1889	105	Connects at Lordsburg, El Paso, Tex., and Los Angeles, Cal., R. P. O. Supplied by initial and terminal offices.
940	15,724	14	10			Balance of route Waycross and Chattanooga R. P. O. (See Table A ² .)
9.09	17,071	18	6	July 1, 1890	109	
6.97	8,861	12	6	July 1, 1887	101	Supplied by Northern Pacific Junction, Minn., and Duluth and St. Paul, Minn., R. P. O.; connects at Northern Pacific Junction, Minn., with Duluth and Staples, Minn., R. P. O., and at Cloquet, Minn., with La Prairie and Cloquet, Minn., pouch service.
8.10	1,315	6	6	July 1, 1889	72	
10.90	6,823	6	2			Balance of route, 53.66 miles, covered by the Moseley's Junction and Farmville R. P. O.; connects Richmond and Danville R. P. O. at Moseley's Junction, Va.
26.22	15,798	6	18	July 1, 1889	114	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Coburn Junction and Ponca, Nebr.	6	34007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Cochran and Hawkinsville, Ga. Coffeyville, Kans., and Wagoner, Ind. T.	4 11	15038 32005	Cochran, Hawkinsville, Ga. Wagoner, Ind. T., Coffeyville, Kans.	E. Tenn., Va. and Ga. R. R., St. Louis, Iron Mountain and Southern.
Coleman and Mount Pleasant, Mich.	9	24043	Coleman, Mount Pleasant, Mich.	Flint and Péré Marquette ..
Colony and Yates Center, Kans.	7	33072	Colony, Yates Center, Kans.	Atchison, Topeka and Santa Fë.
Colorado Springs and Manitou Springs, Colo.	7	38030	Colorado Springs Station (n. o.), Manitou Springs Station (n. o.), Colo.	Denver and Rio Grande
Colton and Scofield, Utah	8	41009	Colton, Scofield, Utah	Denver and Rio Grande Western Rwy.
Columbia Junction and Delaware Station, N. J.	2	7059	Delaware Station, Columbia Junction, N. J.	N. Y., Sus. and Western
Columbus and Artesia, Miss ..	4	18014	Artesia, Columbus, Miss	Mobile and Ohio R. R.
Columbus and La Grange, Tex ..	11	81014	Columbus, La Grange, Tex.	Galveston, Harrisburgh and San Ant. (So. Pac.).
Colusa and Sites, Cal	8	45048	Colusa, Sites, Cal	Colusa and Lake R. R.
Colville and Spokane Falls, Wash.	8	43023	Spokane Falls, Colville, Wash.	Spokane Falls and Northern Rwy.
Como and Buena Vista, Colo.	7	38031	Como, Buena Vista, Colo.	Denver, South Park and Pacific.
Como and King, Colo.	7	38032	Como, King, Colo.	Denver, South Park and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
16.44	10,281	6	8	July 1, 1890	<i>Pounds.</i> 290	Supplied by Sioux City, Iowa; connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Omaha, Nebr., and with Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
10.52 82.21	23,038 8,549	18 7	10 14	July 1, 1888 July 1, 1890	179 460	May 19, 1889, railroad service extended over this route; balance of route covered by Fort Smith, Ark., and Wagoner, Ind. T., R. P. O.; connects at Wagoner, Ind. T., with Fort Smith, Ark., and Wagoner, Ind. T., R. P. O., and Sedalia, Mo., and Denison, Tex., R. P. O. at Coffeyville, Kans., with Kansas City, Mo., and Coffeyville, Kans., R. P. O. with Nevada, Mo., and Winfield, Kans., R. P. O., and Holden, Mo., and Coffeyville, Kans., R. P. O.
15.08	18,817	13	14	July 1, 1888	290	At Coleman, connects with the Ludington and Toledo, and Manistee and East Saginaw R. P. O.
26.57	13,675	6	22	July 1, 1890	130	At Mount Pleasant, connects the Copemish and Toledo R. P. O. Connects at Colony, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., and Butler, Mo., and Madison, Kans., R. P. O.; at Neosho Falls, Kans., with Junction City and Parsons, Kans., R. P. O.; at Yates Center, Kans., with Holden, Mo., and Coffeyville, Kans., R. P. O., and Fort Scott and Kanopolis, Kans., R. P. O.
5.40	16,892	12	14	July 1, 1890	262	Reported last year as Colony and Neosho Falls, Kans. Service extended to Yates Center, October 10, 1889, increasing distance 13.40 miles. Connects at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Denver and Pueblo, Colo., pouch service, Colorado Springs and New Castle, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Manitou Junction and Colorado Springs, Colo., pouch service. Connects at Colorado City and Manitou Springs, Colo., with Colorado Springs and New Castle, Colo., R. P. O.
17.40	16,892	6	6	July 1, 1890	55	(¹) 42 round trips per week from July 1, 1889, to August 3, 1889, inclusive. Connects at Colton, with Denver and Ogden R. P. O.
8.16	1,978	6	4	July 1, 1889	59	
14.06 31.60	20,527 12,781	14 6	10 10	July 1, 1888 July 1, 1890	463 184	Connects at Columbus, Tex., with Houston and El Paso, Tex., R. P. O.; at La Grange, Tex., with Taylor and Fayetteville, Tex., R. P. O.
21.92	16,602	7	12	July 1, 1890	135	Connects at Colusa Junction with Redding and Sacramento R. P. O.
88.86	55,680	6	16	-----	-----	New service; established April 25, 1890. Supplied by Spokane Falls.
48.58	32,802	16	24	July 1, 1890	147	Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and King, Colo., pouch service; at Garo, Colo., with Garo and London, Colo., pouch service; at Schwander's Station (n. o.), Colo., with Schwander's Station (n. o.) and Romley, Colo., pouch service, and at Buena Vista, Colo., with Denver and Aspen, Colo., R. P. O., and Colorado Springs and New Castle, Colo., R. P. O. Trains are run from Como to Buena Vista, to Schwander's (n. o.), thence over route 38014 to Romley, Colo.
2.48	2,178	6	2	July 1, 1890	24	¹ Seven round trips per week from July 1, 1889, to January 5, 1890. Connects at Como, Colo., with Denver and Leadville, Colo., R. P. O., and Como and Buena Vista, Colo., pouch service.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Conesus Lake Junction and Lakeville, N. Y.	2	6047	Conesus Lake Junction, Lakeville, N. Y.	Conesus Lake
Confluence, Pa., and Friendsville, Md.	2	8191	Confluence, Pa., Friendsville, Md.	Balto. and Ohio
Conrad Station (n. o.) and Santa Ana, Cal.	8	46017 (part)	Conrad Station (n. o.), Santa Ana, Cal.	Southern Pacific Co
Cook Street Station (n. o.) and Bellingham, Mass.	1	3033	Cook Street Station (n. o.), Bellingham, Mass.	New York and New England R. R.
Coopers and Elkhorn, W. Va.	2	12022	Coopers, Elkhorn, W. Va.	Norfolk and Western
Cooperstown and Cooperstown Junction, N. Y.	2	6086	Cooperstown, Cooperstown Junction, N. Y.	Cooperstown and S. Valley ..
Cooperstown and Sanborn, N. Dak.	10	85018	Sanborn, Cooperstown, N. Dak.	Sanborn, Cooperstown and Turtle Mountain.
Cortland and Sycamore, Ill.	6	23052	Cortland, Sycamore, Ill.	Chicago and Northwestern ..
Cornwall and Conewago, Pa.	2	8154	Cornwall, Conewago, Pa.	Cornwall and Lebanon
Coudersport and Port Allegheny, Pa.	2	8144	Port Allegheny, Coudersport, Pa.	Coudersport and Port Allegheny.
Coultersville and Sparta, Ill.	6	23106	Sparta, Coultersville, Ill.	Centralia and Chester
Crawford and Lexington, Ga.	4	15059	Crawford, Lexington, Ga.	Lexington Terminal R.R.
Crawford, Nebr., and New Castle, Wyo.	6	134036 (part)	Grand Island, Nebr., New Castle, Wyo.	Grand Island and Wyoming Central.
Cresson and Ebensburg, Pa.	2	8037	Cresson, Ebensburg, Pa.	Penn'a.
Crested Butte and Gunnison, Colo.	7	38016	Gunnison, Crested Butte, Colo.	Denver and Rio Grande
Crookston and Fertile, Minn.	10	28066	Fertile, Crookston, Minn.	Northern Pacific
Crown Point and Hammonds-ville, N. Y.	2	6090	Crown Point, Hammonds-ville, N. Y.	Crown Point Iron Co
Crystal Falls, Mich., and Florence, Wia.	10	124032 (part)	Powers, Crystal Falls, Mich.	Chicago and Northwestern.
Cucharas and El Moro, Colo.	7	138001 (part)	Denver, El Moro, Colo.	Denver and Rio Grande
Cuthbert and Ft. Gaines, Ga.	4	15041	Cuthbert, Ft. Gaines, Ga.	Southwestern R. R.
Daguscabonda and Dagus Mines, Pa.	2	8130	Daguscabonda, Dagus Mines, Pa.	Daguscabonda
Dalark and Arkadelphia, Ark.	11	29022	Arkadelphia, Dalark, Ark.	Ultima Thule, Arkadelphia and Miss.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
1.48	1,858	12	4	July 1, 1889	Pounds. 40	
17.95	11,237	6	12			
7.06	5,147	7	8	July 1, 1890	334	Balance of route, 27.80 miles, covered by Los Angeles and Tustin City R. P. O. (See Table A.)
22.80	28,296	12	56	July 1, 1889	301	Supplied by Boston, Mass., and Newton Circuit R. P. O.
8.10	10,141	12	6	July 1, 1889	68	Connects Lynchburgh and Pocahontas R. P. O. via route 1201d.
16.53	20,096	12	22	July 1, 1889	485	
36.25	22,755	6	10	July 1, 1890	147	Supplied by initial and terminal offices. Connects at Sanborn, N. Dak., with St. Paul, Minn., and Helena, Mont. R. P. O.
4.94	6,185	12	6	July 1, 1887	32	Supplied by Cortland, Ill., and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Sycamore, Ill., with Caledonia and Spring Valley, Ill., and with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O.'s.
16.60	20,783	12	12	July 1, 1889	50	
17.47	21,872	12	12	July 1, 1889	309	
8.20	5,133	6	4	Oct. 1, 1889	171	Connects St. Louis, Mo., and Paducah, Ky., with St. Louis, Mo., and Cairo, Ill., R. P. O.
4.65	8,732	18	8	Dec. 9, 1889	126	
97.70	61,160	6	12	July 1, 1890	1,290	¹ Balance of route (327.22 miles) covered by Lincoln and Crawford, Nebr., R. P. O. (See Table "A.")
						Supplied by Crawford, Nebr., and by Lincoln and Crawford, Nebr., R. P. O. Connects at Crawford, Nebr., with Chadron, Nebr., and Glenrock, Wyo., R. P. O.
11.65	21,879	18	10	July 1, 1889	315	
23.62	17,916	6	10	July 1, 1890	153	Connects at Gunnison, Colo., with Denver, Colo., and Ogden, Utah, R. P. O., and Castleton and Gunnison, Colo., pouch service.
23.07	16,841	7	8	Feb. 3, 1890	69	Supplied by Crookston, Minn., and Pembina, N. Dak., and Winnipeg Junction, Minn., R. P. O. Connects at Crookston, Minn., with St. Paul, Minn., and Minot, N. Dak., R. P. O.
11.96	14,961	12	8	July 1, 1889	87	
16.21	21,082	18	10	July 1, 1888	1,070	¹ Balance of route covered by Powers, Mich., and Florence, Wis., R. P. O. (See Table A.)
						Supplied by Florence, Wis., and by Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction (n. o.), Mich., with Iron River Junction (n. o.) and Watermeet, Mich., pouch service.
37.10	27,963	7	2	July 1, 1890	4,393	Connects at Cucharas, Colo., with Denver, Colo., and Ft. Worth, Tex., R. P. O., and Pueblo and Silverton, Colo., R. P. O., and at Elmore, Colo., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O., Denver, Colo., and Ft. Worth, Tex., R. P. O., and El Moro and Trinidad, Colo., pouch service.
						¹ 120.28 miles of route 28001 between Denver and Pueblo, Colo., covered by Denver and Aspen, Colo., R. P. O.'s., and 49.70 miles, between Pueblo and Cucharas, Colo., covered by the Pueblo and Silverton, Colo., R. P. O.
23.41	14,546	6	10	July 1, 1888	133	
6.06	9,515	15	5	July 1, 1889	116	
11.43	7,165	6	2	July 1, 1890	49	Connects at Arkadelphia, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.'s.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Dallas and Waxahachie, Tex..	11	81070	Dallas, Waxahachie, Tex...	Mo. Kansas and Texas.....
Danbury and Marblehead, Ohio.	5	21101	Danbury, Marblehead, Ohio.	Lakeside and Marblehead R. R.
Danville, Mocksville, and Southwestern Junction (n. o.), and Leaksville, N. C.	3	13022	Danville, Mocksville, and Southwestern Junction (n. o.), and Leaksville, N. C.	Danville, Mocksville and Southwestern.
Darlington (n. o.) and Dillon, Ohio.	5	21103	Darlington (n. o.), Dillon, Ohio.	Columbus and Eastern R. R.
Dayton and Bowles Junction, Wash.	8	43008 (part)	Bowles' Junction, Dayton, Wash.	Oregon Rwy. and Navigation Co.
Deadwood and Lead City, S. Dak.	10	35041	Deadwood, Lead City, S. Dak.	Deadwood Central Rwy
Decorah and Conover, Iowa...	6	27026	Conover, Decorah, Iowa...	Chicago, Milwaukee and St. Paul.
De Land Junction (n. o.) and De Land, Fla.	4	16020	De Land Junction (n. o.), De Land, Fla.	J. T. & K. W. R. R.
Delhi and Walton, N. Y.	2	8050	Walton, Delhi, N. Y.	N. Y., Ontario and Western.
Delta (n. o.) and Malden, Mo...	7	28072	Delta (n. o.), Malden, Mo...	St. Louis, Arkansas and Texas.
Denver and Pueblo, Colo.....	7	38035	Denver, Pueblo, Colo.....	Atchison, Topeka and Santa F6.
Derby Line and Newport, Vt..	1	2010 (part)	White River Junction, Derby Line, Vt.	Boston and Maine R. R. (Lowell system).
Deshler and Findlay, Ohio.....	5	21050	Deshler, Findlay, Ohio.....	Columbus, Findlay and Northern R. R.
Dexter and Arkansas City, Kans.	7	33098	Dexter, Arkansas City, Kans.	Grouse Creek.....
Dexter and Newport, Me.....	1	2	Newport, Foxcroft, Me.....	Maine Central R. R.....
Dillon and Dickey (n. o.), Colo.	7	38026	Dickey Station (n. o.), Dillon, Colo.	Denver, South Park and Pacific.
Dillsburgh and Mechanicsburgh Junction and Shippenburgh, Pa.	2	8128	Dillsburgh and Mechanicsburgh Junction and Shippenburgh, Pa.	Harrieburg and Potomac..

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
82.50	16,536	7	23	July 1, 1890	<i>Pounds</i> 154	February 3, 1890, extended from Lancaster to Waxahachie, Tex., increased distance 16.49 miles. Connects at Dallas, Tex., with Denison and Houston, Tex., R. P. O., Texarkana, Ark., and El Paso, Tex., R. P. O., Henrietta and Dallas, Tex., R. P. O., and Paris and Weatherford, Tex., R. P. O., and connects at Waxahachie, Tex., with Fort Worth and Guide, Tex., R. P. O.
8.00	10,016	12	12	July 1, 1888	86	
8.21	5,139	6	4	July 1, 1888	37	Connects Danville and Stuart, R. P. O. at Danville, Mocksville and Southwestern Junction (n. o.), N. C.
9.32	11,669	12	8	July 1, 1889	36	
14.33	20,936	14	14	July 1, 1890	1,960	Connects at Bowles Junc. with Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. 2,420 miles of route covered by Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. (See Table A*.)
3.35	4,194	12	4	July 1, 1890	196	Supplied by initial and terminal offices.
9.61	11,906	12	10	July 1, 1887	935	Supplied by Conover, Iowa, and by St. Paul, Minn., and Calmar, Iowa, R. P. O.; connects at Decorah, Iowa, with Decorah and Cedar Rapids, Iowa, R. P. O.
4.10	5,179	12	8	July 1, 1888	273	
17.95	28,092	15	20	July 1, 1889	337	
51.57	9,396	7	24	Apr. 1, 1890	150	New service. Commenced April 1, 1890. Connects at Delta (n. o.), Mo., with Cape Girardeau and Hunter, Mo., R. P. O., and St. Louis, Mo., and Columbus, Ky., R. P. O.; at Dexter, Mo., with Cairo, Ill., and Poplar Bluff, Mo., R. P. O., and at Malden, Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O.
117.46	178,346	14	18	July 1, 1890	1,779	Makes Denver and Pueblo, Colo., connections Connects Castle Rock, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and New Castle, Colo., R. P. O., Colorado Springs and Manitou Springs, Colo., pouch service, and Manitou Junction (n. o.) and Colorado Springs, Colo., pouch service. In addition to 14 round trips over entire route, there were 7 round trips per week between Denver and Colorado Springs (74.16 miles) from July 1, 1889, to June 18, 1890, inclusive.
944	11,819	12	30	July 1, 1889	6,020	Balance of route (105.15 miles) covered by R. P. O. service. (See Table A*.) Supplied by initial and terminal offices. Newport and Springfield, R. P. O. and Stanstead and Sherbrooke, R. P. O.
19.66	35,921	18	10	July 1, 1889	159	
26.26	19,170	7	18	July 1, 1890	135	Connects at Dexter, Kans., with Nevada, Mo., and Winfield, Kans., R. P. O., and at Arkansas City, Kans., with Beaumont and Anthony, Kans., R. P. O., and Newton, Kans., and Galveston, Tex., R. P. O.
.....	19,153	24	22	July 1, 1889	399	Reported last year as covered by Nevada, Mo., and Arkansas City, Kans., R. P. O.
2.94	1,840	6	2	July 1, 1890	102	196 days (14.94 miles), 63 days (29.05 miles) R. P. O. service, May 1, 1890. (See Table A*.)
28.70	35,932	12	36	July 1, 1889	178	Connects at Dickey Station (n. o.) with Denver and Leadville, Colo., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Dodge and Bowen, Ky ¹	5	20038	Dodge, Bowen, Ky	Kentucky Union Rwy.....
Dodge City and Montezuma, Kans.	7	33097	Dodge City, Montezuma, Kans.	Dodge City, Montezuma and Trinidad.
Dolomite, Ala., and Wheeling (n. o.).	4	17018	Dolomite, Wheeling Station (n. o.)	Woodward Iron Co.....
Douglas and Jackson C. H., W. Va.	3	12024	Douglas, Jackson C. H., W. Va.	Ripley and Mill Creek Valley.
Dover and Chester, N. J.	2	7014	Dover, Chester, N. J.	D., L. and W. (M. and E. Div.)
Dover and Portsmouth, N. H.	1	1016	Portsmouth, Dover, N. H.	Boston and Maine R. R.
Dover and Statesborough, Ga.	4	15061	Statesborough, Dover, Ga.	Dover and Statesborough R. R.
Doylestown and Lansdale, Pa.	2	8075	Lansdale, Doylestown, Pa.	Phila. and Reading.....
Dresden and Penn Yan, N. Y.	2	6007	Dresden, Penn Yan, N. Y.	Fall Brook
Drummond and Rumsey, Mont.	1	36004	Drummond, Rumsey, Mont.	Northern Pacific
Dudley and Saxton, Pa.	2	8138	Saxton, Dudley, Pa.	Hunt and Broad Top.....
Duncannon and New Bloomfield, Pa.	2	8183	Duncannon, New Bloomfield, Pa.	Perry County.....
Dunlap (n. o.) and Smithonia, Ga.	4	15062	Dunlap (n. o.) and Smithonia, Ga.	Smithonia and Dunlap R. R.
Durant and Tehula, Miss.	4	18023	Durant Tehula, Miss.	Illinois Central R. R.
Eagle and Elkhorn, Wis.	10	25041	Elkhorn, Eagle, Wis.	Chl., Mil. and St. Paul Rwy.
Eagle Bend and Sauk Centre, Minn.	10	26047	Sauk Centre, Eagle Bend, Minn.	St. P., Minn. and Manitoba..
East Berlin and Berlin Junction, Pa.	2	8033	Berlin Junction, East Berlin, Pa.	Western Maryland
Easthampton and Mount Tom, Mass.	1	3077	Mount Tom, Easthampton, Mass.	Connecticut River R. R.
East Las Vegas and Las Vegas, Hot Springs, N. Mex.	7	39007	Las Vegas, Las Vegas Hot Springs, N. Mex.	Atchison, Topeka, and Santa Fé.
Easton and Oxford, Md.	2	9503 (part)	Easton, Oxford, Md.	P. W. and B. (Del. Div.).....
Easton and St. Michaels, Md.	2	10030	Easton, St. Michaels, Md.	Balto. and East Shore.....
East Saugus and Boston, Mass.	1	3002	Boston, East Saugus, Mass.	Boston and Maine R. R.
Ebervale and Lumber Yard, Pa.	2	8134	Lumber Yard, Ebervale, Pa.	Lehigh Valley.....
Echo and Belton, Tex.	11	31041	Echo, Belton, Tex.	Mo. Kansas and Texas.....
Echo and Park City, Utah.....	8	41008	Echo, Park City, Utah.....	Echo and Park City R. R.
Eckley and Tunnel	2	8135	Tunnel, Eckley, Pa.	Lehigh Valley.....
Edgar and Superior, Nebr.	6	34026 (part)	De Witt, Superior, Nebr.	Nebraska and Colorado.....
Edgefield and Aiken, S. C.	4	14031	Aiken, Edgefield, S. C.	Charles, Cum. Gap and Chic. R. R.

part of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
23.69	12,159	6	34	Dec. 23, 1889	<i>Pounds.</i> 184	Dodge and Clay City R. R. (14.82 miles) extending to Bowen, Ky., December 23, 1889, increasing distance 8.87 miles.
27.57	17,259	6	14	July 1, 1890	113	Connects at Dodge City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Herington and Dodge City, Kans., R. P. O.
4.60	2,870	6	4	July 1, 1888	65	
13.40	16,777	12	16	July 1, 1889	143	Connects Wheeling and Huntington R. P. O. at Douglas.
14.05	17,561	12	10	July 1, 1889	164	
11.65	21,879	18	12	July 1, 1889	208	Supplied by initial and terminal offices, and Boston, Bangor, and Boston R. P. O., and North Conway and Boston R. P. O.
10.28	12,670	12	10	Jan. 27, 1890	82	
10.47	39,325	36	32	July 1, 1889	1,161	
6.55	8,201	12	12	July 1, 1889	77	
21.92	23,302	7	16	July 1, 1890	342	Supplied by initial and terminal offices. Connects at Drummond, Mont., with Helena, Mont., and Spokane Falls, Wash., R. P. O.
5.93	3,712	6	4	July 1, 1889	61	
11.42	21,559	18	6	-----	-----	
6.54	8,188	12	4	Mar. 5, 1889	36	
26.57	16,579	6	8	July 1, 1888	123	
17.56	21,965	12	12	July 1, 1887	47	Supplied by initial and terminal offices. Connects at Eagle, Wis., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O., and at Elkhorn, Wis., with the Racine, Wis., and Rock Island, Ill., R. P. O.
35.91	23,106	6	14	July 1, 1887	146	Supplied by initial and terminal offices. Connects at Sauk Center, Minn., with St. Paul, Minn., and Minot, N. D., R. P. O., and Brainerd and Morris, Minn., R. P. O.
7.26	4,545	6	4	July 1, 1889	81	
3.50	3,801	12	6	-----	-----	From December 2, 1889, 181 days (new service) supplied by Newport and Springfield R. P. O.'s.
6.45	11,771	(¹)	14	July 1, 1890	125	Connects at East Las Vegas, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
						¹ Trains 21 times a week westward and 14 times a week eastward.
10.62	9,972	9	6	July 1, 1889	634	¹ Balance of route covered by Clayton and Easton R. P. O. (See Table A*.)
11.51	14,411	12	12	-----	-----	
10.74	26,893	24	30	July 1, 1889	225	Supplied by Boston, Mass.
6.14	3,844	6	4	July 1, 1889	180	
7.06	10,307	14	8	July 1, 1890	388	Connects at Echo, Tex., with Denton and Taylor, Tex., R. P. O. Connects at Belton, Tex., with Temple and San Angelo, Tex., R. P. O., and Newton, Kans., and Galveston, Tex., R. P. O.
23.29	41,303	14	18	July 1, 1890	340	Connects at Echo with Omaha and Ogden R. P. O. Park City exchanges with Ogden, Salt Lake City, and Ogden, and Salt Lake R. P. O.
11.21	2,272	18	8	July 1, 1889	40	
27.96	17,503	6	16	July 1, 1890	748	¹ Balance of route (57.56 miles) covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O. (See Table A*.) Connects at Nelson, Nebr., with Fairbury and Nelson, Nebr., R. P. O., and at Superior, Nebr., with Kansas City, Mo., and Oxford, Nebr., R. P. O.
24.87	31,037	12	16	Feb. 25, 1889	104	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Edgeley, N. Dak. and Aberdeen, S. Dak.	10	135012 (part.)	Ashton, S. Dak., Edgeley, N. Dak.	C. M. and St. P. Ry.....
Eland and Wausau, Wis.....	10	125049 (part.)	Manitowoc, Wausau, Wis...	Mil., Lake Shore and Western.
Eli and Duluth, Minn.....	10	20054	Duluth, Eli, Minn.....	Duluth and Iron Range....
Elisabethtown and Cecilian, Ky.	5	20010	Elisabethtown, Cecilian, Ky.	Newport News and Miss. Val. Co.
Elkton and Guthrie, Ky.....	5	20001	Elkton, Guthrie, Ky.....	Louisville and Nashville R. R.
Ellenville and Summitville, N. Y.	22	6113	Summitville, Ellenville, N. Y.	N. Y., Ont and Western
Ellsworth, Minn., and Sioux Falls, S. Dak.	6	27037	Ellsworth, Minn., Sioux Falls, S. Dak.	Burlington, C. Rapids and Northern.
Elmer and Salem, N. J.....	2	7021	Elmer, Salem, N. J.....	West Jersey.....
El Moro and Trinidad, Colo...	7	38033	El Moro, Trinidad, Colo....	Denver and Rio Grande....
Elloroe and Vance, S. C.....	4	14022 (part.)	Elloroe, Pregnalla, S. C.....	Charles Sum. and Northern R. R.
Elora, Tenn., and Huntsville, Ala.	5	17032	Huntsville, Ala., Elora, Tenn.	Nashville, Chattanooga and St. Louis Rwy.
Emmitsburg and Rocky Ridge, Md.	3	10019	Emmitsburg, Rocky Ridge, Md.	Emmitsburgh.....
Emporia, Va., and Margarettsville, N. C.	3	11036	Emporia, Va., Margarettsville, N. C.	Moherrin Valley.....
English and Pine Bluff, Ark..	11	20020	Pine Bluff, English, Ark...	Pine Bluff, Monroe and New Orleans.
Erie and Boulder, Colo.....	7	38002	Erie, Boulder, Colo.....	Denver and Boulder Valley.
Essex and Winham Depot, Mass.	1	3, 008	Winham Depot, Essex, Mass.	Boston and Maine R. R.....
Eureka and Mammoth Junction (n. o.), Utah.	8	41012	Mammoth Junction (n. o.), Eureka, Utah.	Oregon Short Line and Utah Northern Rwy. Co.
Eustis and Lane Park, Fla.....	4	16008 (part.)	Astor, Lane Park, Fla.....	Florida Southern Rwy.....
Evanston and Chicago, Ill.....	6	23101	Chicago, Evanston, Ill.....	Chicago, Milwaukee and St. Paul.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
64.12	40,139	6	26	July 1, 1890	<i>Pounds.</i> 979	¹ Balance of route covered by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O. (See Table A ¹). Connects at Edgeley, N. Dak., with La Moure and Edgeley, N. Dak., pouch service; at Ellendale, N. Dak., with Rutland and Ellendale, N. Dak., pouch service, and at Aberdeen, S. Dak., with all lines centering there. Supplied by initial and terminal offices, and St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
23.01	43,213	18	23	July 1, 1887	1,775	¹ Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (See Table A ¹). Supplied by initial and terminal offices, and Ashland and Milwaukee, Wis., R. P. O. Connects at Wausau, Wis., with Tomahawk and Tomah, Wis., R. P. O. Supplied by Duluth, Minn., and Duluth and St. Paul, Minn., R. P. O. Connects at Duluth, Minn., with all lines centering there.
118.35	74,087	6	20	July 1, 1887	119	Supplied by Duluth, Minn., and Duluth and St. Paul, Minn., R. P. O. Connects at Duluth, Minn., with all lines centering there.
6.22	7,788	12	8	July 1, 1888	56	
12.07	15,112	12	12	Mar. 16, 1885	98	
8.66	16,263	18	20	July 1, 1889	316	
42.83	26,811	6	24	July 1, 1887	235	Supplied by Sioux Falls, S. Dak., and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Rock Rapids, Iowa, with Cherokee, Iowa, and Sioux Falls, S. Dak., R. P. O., and with Luverne, Minn., and Doon, Iowa, pouch service. Connects with all lines centering at Sioux Falls, S. Dak.
17.71	27,716	15	20	July 1, 1889	302	
4.48	3,270	7	2	July 1, 1890	177	Connects at El Moro and Trinidad, Colo., with the Denver, Colo., and Fort Worth, Tex., R. P. O., and La Junta, Colo., and Albuquerque, N. M., R. P. O.; also, at El Moro, Colo., with Cucharas and El Moro, Colo., pouch service.
11.20	14,022	12	16	July 1, 1888	212	Remainder of route reported as Sumter and Purgalls R. P. O.
27.62	17,290	6	24	July 1, 1888	125	
7.10	13,334	18	20	July 1, 1889	222	Connects Baltimore and Roanoke and Baltimore and Williamsport R. P. O.'s at Rocky Ridge, Md.
18.22	11,406	6	4	July 1, 1889	39	Connects Washington and Wilmington R. P. O. at Emporia, Va., and Norfolk and Raleigh R. P. O., at Margarettsville, N. C.
36.42	22,798	6	14	July 1, 1890	147	Connects at Pine Bluff, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O., and Fort Smith, Ark., and Leland, Miss., R. P. O.; also connects at Rob Roy, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
14.03	18,361	6	10	July 1, 1890	547	Reported last year as Brighton and Boulden, Colo. Service curtailed June 1, 1890. Connects at Erie and Canfield, Colo., with Lyons and Denver, Colo., pouch service, and at Boulder, Colo., with Greeley and Denver, Colo., R. P. O., and Boulder and Sunset, Colo., pouch service. 7 round trips per week, Brighton to Boulder (28.12 mls.) July 1, 1889, to Jan. 4, 1890; 6 round trips per week between same points Jan. 5, to May 31, 1890.
6.16	7,712	12	8	July 1, 1889	108	Supplied by initial and terminal offices, and Bangor and Boston R. P. O.
3.34	2,438	7	2	July 1, 1890	72	New service established February 3, 1890. Supplied by Salt Lake and Juab R. P. O.
7.43	9,272	12	6	Feb. 15, 1886	305	
12.60	15,775	12	16	July 1, 1889	84	Supplied by Chicago, Ill.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of Company.
Evansville and Tintah, Minn...	10	26063	Evansville, Tintah, Minn ..	St. P., M. and M. Rwy.....
Ewensville and Vincentown,	2	7064	Ewensville, Vincentown, N. J.	Pennsylvania (Amboy Div.)
Fabyan House and Wing Road, N. H.	1	1007	Fabyan House, N. H., and South Lunenburg, Vt.	Concord and Montreal R. R.
Factory Junction (n. o.), and Millboro, N. C.	3	13031	Factory Junction (n. o.) Millboro, N. C.	Cape Fear and Yadkin Valley.
Fairbanks and Bisbee, Ariz...	8	40005	Fairbanks, Bisbee, Ariz	Arizona and Southeastern R. R.
Fairchild and Mondovi, Wis...	10	25073	Fairchild, Mondovi, Wis....	Sault de Ste. Marie and Southwestern.
Fairhaven and Sedro, Wash...	8	43024	Fairhaven, Sedro, Wash	Fairhaven and Southern R. R.
Fall Brook and Blossburgh...	2	8142	Fall Brook, Blossburgh, Pa.	Fall Brook Coal Company ..
Fall Creek, Ill., and Hannibal, Mo.	6	23041 (part)	Quincy, Ill., Hannibal, Mo ..	Chicago, Burlington and Quincy.
Farmington and Phillips, Me...	1	20	Farmington, Phillips, Me ...	Sandy River R. R.....
Fergus Falls, Minn., and Milnor, N. Dak.	10	26042 (part)	Wadena, Minn., Milnor, N. Dak.	Northern Pacific, Fergus and Black Hills.
Findlay and Ottawa, Ohio....	5	21105	Findlay, Ottawa, Ohio	American Midland R. R.
Flemington and Lambertville N. J.	2	7009	Lambertville, Flemington, N. J.	Pennsylvania.....
Flomaton and Repton, Ala	4	17026	Flomaton, Repton, Ala.....	Louisville and Nashville R. R.
Florence and Tusculumbia, Ala.	4	17025	Florence, Tusculumbia, Ala..	E. Tenn., Va. Ga. R. R.....
Flourtown and Conshohocken, Pa.	2	8074	Conshohocken, Flourtown, Pa.	Phila. and Reading.....
Floyd's (n. o.) and Hartsville, S. C.	4	14033	Floyd's (n. o.), Hartsville, S. C.	Hartsville R. R.....
Fond du Lac and Iron Ridge, Wis.	10	25035	Fond du Lac, Iron Ridge, Wis.	C., M. and St. P. Rwy.....
Forest City and Dows, Iowa...	6	27057	Dows, Forest City, Iowa...	Burlington, C. Rapids and Northern.
Forest House and Austin, Pa...	2	8171	Forest House, Austin, Pa...	Sinnamahoningvale.....
Forks Creek and Central City, Colo.	7	38021	Forks Creek, Central City, Colo.	Colorado Central

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
32.74	10,315	3	22	July 1, 1889	83	Supplied by initial and terminal offices. Connects at Evansville with St. Paul, Minn., and Minot, N. Dak., R. P. O.; at Elbon Lake, Minn., with Minneapolis, Minn., and Oakes, N. Dak., R. P. O.; and at Tintah, Minn., with Boundary Line (n.o.), N. Dak., and St. Paul, Minn., R. P. O.
8.03	4,743	15	8	July 1, 1889	81	
12.56	6,853	6	10	.....	.....	Supplied by Lancaster and Boston, Woodville and Boston, and Newport and Springfield R. P. O.
9.55	5,978	6	2	July 1, 1888	14	Connects Mount Airy and Wilmington R. P. O. at Factory Junction (n.o.), N. C.
36.37	26,550	7	4	July 1, 1890	101	Connects at Fairbanks with Benson and Nogales R. P. O.
26.90	23,090	6	18	Feb. 17, 1890	214	Supplied by Fairchild, Wis., and St. Paul, Minn., and Elroy, Wis., R. P. O.
26.92	19,652	7	6	July 1, 1890	41	New service established April 25, 1890. Connects at Fairhaven with Whatcom and Seattle R. P. O. Steam-boat line.
7.75	4,832	6	12	July 1, 1889	46	
6.08	13,315	21	24	July 1, 1889	643	¹ Balance of route (13.10 miles) covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table "A.") Connects at Hannibal, Mo., with Hannibal and Sedalia, Mo., R. P. O., and with all lines centering at Quincy, Ill.
18.37	28,749	15	48	July 1, 1889	337	Supplied by initial and terminal offices, and Farmington and Portland R. P. O.
67.36	42,167	6	26	July 1, 1887	289	¹ Balance of route covered by Wadena and Fergus Falls, Minn., R. P. O. (See Table "A.") Supplied by Wadena and Fergus Falls, Minn., R. P. O., at Wahpeton, N. Dak. Connects at Wahpeton, N. Dak., with Fargo, N. Dak., and Ortonville, Minn.; Boundary Line (n.o.), N. Dak., and St. Paul, Minn., and Larimore, N. Dak., and Breckenridge, Minn., R. P. O.'s, and at Breckenridge, Minn., with lines centering there.
21.30	26,864	¹ 12	8	Sept. 9, 1889	45	¹ Findlay and Glandorf R. R. (23.10 miles) curtailed to end at Ottawa, Ohio, from September 9, 1889, decreasing distance 1.80 miles. ² Prior to September 9, 1889, six round trips over entire route and six additional round trips between Ottawa and Findlay, Ohio. Commencing on that date twelve round trips over entire route.
12.47	23,419	18	26	July 1, 1889	218	
30.15	6,271	2	3	July 1, 1888	21	
5.63	7,619	14	4	July 1, 1888	230	
7.20	11,268	15	20	July 1, 1889	59	
10.00	6,260	6	6	Jan. 20, 1890	78	
28.72	35,967	12	30	July 1, 1887	154	Supplied by Fond du Lac, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with all lines centering there.
48.86	30,596	6	18	July 1, 1888	142	Supplied by initial and terminal offices, and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Forest City, Iowa, with St. Paul, Minn., and Des Moines, Iowa, R. P. O.; at Garner, Iowa, with McGregor, Iowa, and Chamberlin, S. Dak., R. P. O., and at Belmond, Iowa, with Mason City and Ft. Dodge, Iowa, R. P. O., and with Hampton and Belmond, Iowa, pouch service.
8.99	8,442	9	8	July 1, 1889	129	
11.47	16,746	14	10	July 1, 1890	422	Connects at Forks Creek, Colo., with Denver and Georgetown, Colo., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Fort Collins and Stout, Colo...	7	138027 (part)	Greeley, Stout, Colo.....	Greeley, Salt Lake and Pacific.
Fort Dodge and Lehigh, Iowa.	6	27104	Fort Dodge, Lehigh, Iowa..	Mason City and Fort Dodge.
Fort Dodge and Tara, Iowa....	6	27107	Fort Dodge, Tara, Iowa....	Chi., R. Isl'd and Pacific....
Fort Madison and Collett.....	6	27064	Fort Madison, Collett, Iowa.	Fort Madison and Northwest.
Fort Smith and Greenwood, Ark.	11	29025	Fort Smith, Greenwood, Ark.	St. Louis, Iron Mountain and Southern.
Fort Valley and Perry.....	4	15017	Fort Valley, Perry.....	Southwestern R. R.....
Fort Worth and Dublin, Tex....	11	31061	Fort Worth, Dublin, Tex....	Fort Worth and Rio Grande.
Fosston and Carman, Minn....	10	28026	Carman, Fosston, Minn....	St. P., M. and M.....
Fostoria and Flint, Mich.....	9	24047	Flint, Fostoria, Mich.....	Flint and Pere Marquette..
Frackville and Pottsville.....	2	8050	Pottsville, Frackville, Pa..	Phila. and Reading.....
Frankfort and Copemish, Mich.	9	24086	Frankfort, Copemish, Mich.	Frankfort and Southeastern.
Franklin and Bellingham, Mass.	1	3075	Bellingham, Franklin, Mass.	New York and New England R. R. (Milford Branch).
Franklin, Mass., and Valley Falls, R. I.	1	3006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.
Franklin Furnace and Branchville Junction, N. J.	2	7025	Waterloo, Franklin Furnace, N. J.	Del., Lack. and Western....
Frederick and Araby, Md.....	3	10004	Araby, Frederick, Md.....	Baltimore and Ohio.....
Freeland and Jeddo.....	2	8058	Jeddo, Freeland, Pa.....	Lehigh Valley.....
Fresno and Portersville, Cal....	8	46066	Fresno, Portersville, Cal....	Southern Pacific R. R. Co....
Fulton and Guerneville, Cal....	8	46027	Fulton, Guerneville, Cal....	San Fran. and North Pacific R. R.
Fulton and Woodard.....	2	6138	Fulton, Woodard Junction....	Rome, Wat. and Ogd.....
Fultonham and Redfield, Ohio.	5	21085	Fultonham, Redfield, Ohio..	Columbus and Eastern R. R.
Galena and Galena Junction, Ill.	6	23092	Galena, Galena Junction, Ill.	Chicago, Burlington, and Northern.
Galesburgh and Rio, Ill.....	6	23009 (part)	Peoria, Rio, Ill.....	Chicago, Burlington and Quincy.
Galesville and Trempealeau, Wis.	10	25054	Trempealeau, Galesville, Wis.	Chi. and Northwest.....

parts of railroads over which no railway post offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
15.14	9,478	6	2	July 1, 1890	<i>Pounds.</i> 695	Connects at Fort Collins, Colo., with Greeley and Denver, Colo., R. P. O.
14.97	9,371	6	4	July 1, 1890	91	¹ 24.03 miles of route 38027, between Greeley and Fort Collins, Colo., covered by Greeley and Denver, Colo., R. P. O. (See Table A ^a .)
6.35	3,975	6	4	Aug. 12, 1889	41	Supplied by Fort Dodge, Iowa, and by Mason City and Fort Dodge, Iowa, R. P. O.
45.12	28,245	6	26	July 1, 1889	129	Supplied by Ruthven and Des Moines, Iowa, R. P. O. Connects at Fort Dodge, Iowa, with all lines centering there.
19.02	13,884	7	14	July 1, 1890	182	Supplied by initial and terminal offices. Connects at Fort Madison, Iowa, with all lines centering there.
12.86	16,190	12	8	July 1, 1888	108	Connects at Fort Smith, Ark., with Fort Smith, Ark., and Wagoner, Ind. T., R. P. O. Fort Smith, Ark., and Leland, Miss., R. P. O. and Monett, Mo., and Paris, Tex., R. P. O.
90.82	34,789	6	26	July 1, 1890	249	April 21, 1890, service extended to Dublin, Tex., increased distance 49.47 miles. Connects at Dublin, Tex., with Bremond and Albany, Tex., R. P. O. Connects at Fort Worth, Tex., with Denison and Taylor, Tex., R. P. O., Newton, Kans., and Galveston, Tex., R. P. O., Denver, Colo., and Fort Worth, Tex., R. P. O., Texarkana, Ark., and Fort Worth, Tex., R. P. O., Texarkana, Ark., and El Paso, Tex., R. P. O., and Fort Worth and Guide, Tex., R. P. O.
44.59	14,037	3	20	July 1, 1889	88	Supplied by Crookston, Minn., and St. Paul, Minn., and Minot, N. Dak., R. P. O.
24.45	15,806	6	15	July 1, 1888	100	At Otter Lake, Mich., connects the Mackinaw City and Detroit R. P. O. At Flint, Mich., connects the Ft. Gratiot and Chicago, Ludington, and Toledo, and Bay City, Wayne, and Detroit R. P. O.'s.
10.97	37,563	18	20	July 1, 1889	165	The route was established by order of December 5, 1889, and began service January 1, 1890. At Coppermish, Mich., connects the Copemish and Toledo R. P. O., and via the Manistee and Neaseen City route makes connection with the Manistee and East Saginaw and Ludington and Toledo R. P. O.
25.00	15,500	12	18	Jan. 1, 1890	200	
5.96	11,174	18	16	July 1, 1889	136	Initial and terminal office exchanges.
14.36	17,979	12	32	July 1, 1889	192	Supplied by Boston, Mass., Providence, R. I., and Boston and Hopewell Junction R. P. O.'s.
18.63	10,805	12	10	July 1, 1889	494	¹ Balance of route covered by Branchville and Waterloo R. P. O. (See Table A ^a .)
3.85	22,092	55	49	July 1, 1889	810	Connects Lancaster and Frederick R. P. O. at Frederick, and Baltimore and Martinsburgh, and Baltimore and Winchester R. P. O.'s at Araby.
3.78	5,221	18	6	July 1, 1889	166	Supplied by initial and terminal offices. Connects at Fresno with San Francisco and Los Angeles R. P. O.
70.05	51,137	7	32	July 1, 1890	317	
16.04	11,700	7	12	July 1, 1890	113	Connects at Fulton with Ukiah and San Francisco R. P. O.
17.43	27,378	15	16	July 1, 1889	109	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Galena, Ill.
7.11	8,902	13	8	July 1, 1888	54	
3.79	4,745	12	4	May 23, 1888	323	¹ Balance of route (52.83 miles) covered by Peoria and Galesburgh, Ill., R. P. O. (See Table A ^a .)
13.27	26,321	19	18	July 1, 1887	1,759	Supplied by Galesburgh, Ill., and by Rock Island, Ill., and St. Louis, Mo., R. P. O. Connects at Galesburgh, Ill., with all lines centering there.
8.23	15,456	18	8	July 1, 1887	164	Supplied by Trempealeau, Wis., and Chicago, Ill., Winona, Minn., R. P. O. Connects at Trempealeau, Wis., with Minneapolis, Minn., and Oregon, Ill., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Galewood and Dunning, Ill....	6	23091	Galewood, Dunning, Ill.....	Chicago, Milwaukee and St. Paul.
Garo and London, Colo.....	7	38024	Garo, London, Colo.....	Denver, South Park and Pacific.
Geneva and Aurora, Ill.....	6	23086	Geneva, Aurora, Ill.....	Chicago and Northwestern.
Genoa and Cedar Rapids, Nebr..	6	34025	Genoa, Cedar Rapids, Nebr..	Omaha, Niobrara and Black Hills.
Georgetown and Haverhill, Mass.	1	3013	Georgetown, Haverhill, Mass.	Boston and Maine R. R.....
Georgetown and Round Rock, Tex.	11	81020	Georgetown, Round Rock, Tex..	International and Great Northern.
Georgetown and Silver Plume, Colo.	7	138020 (part)	Argo Junction (n. o.), Silver Plume Colo.	Colorado Central.....
Georgetown and Versailles, Ky.	5	20029	Georgetown, Versailles, Ky.	Versailles and Midway Rwy.
Gilbertville and Canton, Me....	1	19 (part.)	Mechanic's Falls, Gilbertville, Me.	Rumford Falls and Buckfield R. R.
Gilroy and Tree Pines, Cal....	8	46034	Gilroy, Tree Pines, Cal.....	Southern Pacific Company..
Glen Carbon and Schuylkill Haven, Pa.	2	8061	Schuylkill Haven, Glen Carbon, Pa.	Phila. and Reading.....
Glendale and Eagle's Nest, Miss.	4	18006	Glendale, Eagle's Nest.....	Mob. and Northwestern R. R.
Glen Ellen and Junction (n. o.), Cal.	8	46039	Junction (n. o.), Glen Ellen, Cal.	San Fran. and North Pacific R. R.
Glen Rock and Casper, Wyo..	6	137003 (part)	Douglas, Casper, Wyo.....	Fremont, Elkhorn and Missouri Valley.
Glade Spring and Saltville, Va.	3	11014	Glade Spring, Saltville, Va..	Norfolk and Western.....
Glasgow Junction and Glasgow, Ky.	5	20011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville R. R.
Goff and Donohue Station (n. o.).	2	8176	Goff, Donohue Station, Pa. (n. o.).	Penna.....
Goodyear and Mathers, Wis....	10	25074	Mathers, Goodyear, Wis....	C. M. and St. P.....
Goshen and Alcalde, Cal.....	8	46038	Goshen, Alcalde, Cal.....	Southern Pacific Company.
Goshen and Pine Island.....	2	6010	Goshen, Pine Island, N. Y..	N. Y., L. E. and W.....
Grafton and Woodland, Cal....	8	46497	Woodland, Grafton, Cal....	California Pacific R. R.....
Grand Rapids and Muskegon, Mich.	9	24055	Grand Rapids, Muskegon, Mich.	Muskegon, Grand Rapids and Indiana.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
2.80	3,506	12	4	May 16, 1887	<i>Pounds.</i> 87	Supplied by Chicago, Ill.
15.57	10,370	16	14	July 1, 1880	173	Supplied by Denver and Leadville, Colo., R. P. O., and Garo, Colo. Seven round trips per week from July 1 to November 16, 1880, inclusive.
10.31	32,370	30	36	July 1, 1887	301	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and with St. Charles and Geneva, Ill., pouch service. Connects at Aurora, Ill., all lines centering there.
30.71	38,449	12	24	July 1, 1880	200	Supplied by Genoa, Nebr., and by Columbus and Albion, Nebr., R. P. O.
7.32	16,038	21	18	July 1, 1880	114	Supplied by Amesbury and Boston, and Portland and Boston R. P. O.'s.
10.22	15,067	14	10	July 1, 1880	367	Connects at Round Rock, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
4.46	2,256	7	2	July 1, 1880	1,529	Connects at Georgetown, Colo., with Denver and Georgetown, Colo., R. P. O. (¹) 47.50 miles of route 38020, between Argo Junction (n.o.) and Georgetown, Colo., covered by Denver and Georgetown, Colo., R. P. O. (See Table A ² .)
19.30	24,164	12	12	Oct. 1, 1880	181	
1.93	1,208	6	3	July 1, 1880	401	Supplied by Canton and Mechanic's Falls R. P. O. (See Table A ² .)
20.64	30,134	14	14	July 1, 1880	227	Connects at Gilroy with San Francisco and Santa Margarita R. P. O.; Gilroy, Hollister, and Tres Pinos exchange supplied also by San Francisco closed pouch.
12.63	17,065	12	36	July 1, 1880	141	
12.62	14,322	7	10	July 1, 1883	61	
18.90	12,797	7	6	July 1, 1880	141	Supplied by San Francisco.
24.16	15,124	6	4	July 1, 1880	194	¹ Balance of route (30.30 miles) covered by Chadron, Nebr., and Glen Rock, Wyo., R. P. O. Supplied by Glen Rock, Wyo., and by Chadron, Nebr., and Glen Rock, Wyo., R. P. O.
8.38	10,492	12	4	July 1, 1880	64	Connects Lynchburgh and Bristol R. P. O. at Glade Spring, Va.
11.03	14,937	13	9	July 1, 1883	406	
4.26	5,334	12	4	July 1, 1880	80	
16.33	10,223	6	4	.....	.....	Supplied by Mathers, Wis. Connects at Mathers, Wis., with Tomahawk and Tomah, Wis., R. P. O.
61.21	22,273 6,506	7 3	26	July 1, 1880	325	Connects at Goshen with San Francisco and Los Angeles R. P. O. Seven round trips per week, Goshen to Huron (40.10 miles). Three round trips per week, Huron to Alcalde (21.11 miles).
11.89	14,886	12	16	Jul 1, 1880	100	
9.92	7,242	7	8	Jul 1, 1880	67	Connects at Woodland with Redding and Sacramento R. P. O. Grafton exchanges with Sacramento, Woodland, and Ogden, Utah, and San Francisco, Cal., R. P. O.
40.73	76,491	18	45	July 1, 1883	748	At Grand Rapids, Mich., connects the Baldwin and Grand Rapids, Cadillac and Ft. Wayne, Detroit and Grand Haven, East Saginaw and Howard City, Detroit and Grand Rapids, Grand Rapids and Cincinnati, Grand Rapids and Elkhart, Grand Rapids and Grand Rapids, Grand Rapids and La Crosse and Mackinaw City and Grand Rapids R. P. O.'s. At Muskegon, Mich., connects the Big Rapids and Holland, Muskegon and Allegan and Pentwater and Muskegon R. P. O.'s.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations, running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, terminal of route.	Corporate title of company.
Grantsburgh, Wis., and Rush City, Minn.	10	26051	Rush City, Minn., Grantsburgh, Wis.	St. Paul and Duluth
Gratiot and Shullsburgh, Wis.	10	25004 (part)	Milton Junction, Shullsburgh, Wis.	Chl., Mil. and St. Paul
Gratiot, Wis., and Warren, Ill.	10	25020 (part)	Warren, Ill., Mineral Point, Wis.	Chl., Mil. and St. Paul
Great Falls and Rollingsford (n. o.), N. H.	1	1021	Rollingsford (n. o.), Great Falls, N. H.	Boston and Maine R. R.
Great Falls and Sandcoulee, Mont.	10	36010	Great Falls, Sandcoulee, Mont.	St. P., Minn. and Manitoba..
Greeley and Ericson, Nebr....	6	34061	Greeley, Ericson, Nebr.....	Burlington and Mo. River in Nebr.
Green Cove Springs and Melrose, Fla.	4	16039	Green Springs, Melrose, Fla.	Western R. R. of Florida....
Greenfield and Watkins, Mo...	7	28063	Greenfield, Watkins, Mo....	Greenfield and Northern....
Greensburgh and Columbus, Ind.	5	22049	Greensburgh, Columbus, Ind.	Chn't., Indpls., St. Louis and Chicago Rwy.
Green Spring and Romney, W. Va.	3	12014	Green Spring, Romney, W. Va.	Baltimore and Ohio.....
Greenville and Beattie, Mo....	1	80	Greenville, Beattie, Mo....	Canadian Pacific Rwy
Greenwich and Johnsonville...	2	6082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville
Greenwood Lake and Sterling Forest.	2	7034 (part)	Jersey City, N. J., Greenwood Lake, N. Y.	N. Y. and Greenwood Lake
Gregory and Aransas Pass, Tex.	11	31068	Aransas Pass, Gregory, Tex.	San Antonio and Aransas Pass.
Grinnell and Montezuma, Iowa.	6	27032	Grinnell, Montezuma, Iowa.	Iowa Central
Griswold and Red Oak, Iowa...	6	27055	Red Oak, Griswold, Iowa....	Chicago, Burlington and Quincy.
Grosse Isle and Slocum Junction (n. o.), Mich.	9	24011	Grosse Isle, Slocum Junction (n. o.), Mich.	Michigan Central.....
Groton and Doland, S. Dak....	10	35035	Doland, Groton S. Dak.....	Chicago and Northwest
Groveton Junction and Lancaster, N. H.	1	1006 (part)	Groveton Junction, Concord, N. H.	Concord and Montreal R. R.
Guthrie Center and Menlo, Iowa.	6	27050	Menlo, Guthrie Center, Iowa.	Chicago, Rock Island and Pacific.
Gypsum and Marquette, Kans.	7	33095	Gypsum, Marquette, Kans..	Council Grove, Smokey Valley and Western.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
17.17	10,748	6	6	July 1, 1887	<i>Pounds.</i> 73	Supplied by Rush City, Minn., and Duluth and St. Paul, Minn., R. P. O.
11.79	22,142	18	20	July 1, 1887	981	Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (see Table A*), and by Milton Junction and Janesville, Wis., pouch service. Supplied by Gratiot, Wis., Warren, Ill., and Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot, Wis., and Warren, Ill., pouch service.
7.15	8,962	12	44	July 1, 1887	1,015	Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (See Table A*) Supplied by Warren, Ill., and all lines centering there, and Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot and Shullsburgh, Wis., pouch service.
2.67	8,686	24	25	July 1, 1889	381	Supplied by Boston, Mass., Portland and Boston, Portsmouth and Manchester, and North Conway and Boston R. P. O.'s.
16.18	10,129	6	4	July 1, 1890	52	Supplied by Great Falls, Mont., and Minot, N. Dak., and Butte City, Mont., R. P. O.
18.64	5,816	3	4	July 1, 1890	29	Supplied by Greeley, Nebr., and by Palmer and Burwell, Nebr., R. P. O.
33.92	21,233	6	10			
3.46	5,052	14	8	Apr. 20, 1888	171	Connects at Watkins, Mo., with Kansas City, Mo., and Memphis, Tenn., R. P. O.
26.89	33,666	12	28	July 1, 1888	140	
16.64	20,833	12	10	July 1, 1889	198	Connects Baltimore and Grafton R. P. O. at Green Spring, W. Va.
64.20	11,356	6	6			From Feb. 17, 1890.
15.19	28,527	18	26	July 1, 1889	266	
15.83	3,650	6	4	July 1, 1889	468	Balance of route covered by Greenwood Lake and New York R. P. O. (See Table A*.)
21.47	13,440	6	6	July 1, 1890	107	Connects at Gregory, Tex., with Kenedy and Corpus Christi, Tex., R. P. O.
17.49	21,997	12	10	July 1, 1887	209	Supplied by initial and terminal offices. Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, and with Austin, Minn., and Ottumwa, Iowa, R. P. O.'s, and with Grinnell and State Center, Iowa, pouch service. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
18.81	23,550	12	14	July 1, 1887	210	Supplied by initial and terminal offices. Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Burlington and Council Bluffs, Iowa, and with Red Oak, Iowa, and Lincoln, Nebr., R. P. O.'s.
2.41	1,508	6	2	July 1, 1888	25	At Slocum Junction (n. c.), Mich., connects the Detroit and Cincinnati R. P. O. day line.
32.24	24,564	6	18	July 1, 1890	158	Supplied by initial and terminal offices. Connects at Groton, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., and at Doland, S. Dak., with Brookings and Gettysburgh, S. Dak., R. P. O.
9.58	11,994	12	22	July 1, 1889	2,853	Balance of route (136.30 miles) covered by R. P. O. service (see Table A*) supplied by Lancaster and Boston, Portland and Island Pond R. P. O. Lancaster exchanges with Groveton.
14.96	18,730	12	24	July 1, 1887	214	Supplied by Stuart, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O.
27.51	20,082	7	16	July 1, 1890	103	Connects at Gypsum and Marquette, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and at Bridgeport and Lindsay, Kans., with Salina and McPherson, Kans., R. P. O. From July 1 to August 3, 1889, the service on this route, west-bound, and from October 20, to December 14, 1889, both east and west bound, was performed by Kansas City, Salina and Pueblo R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract designation, termini of route.	Corporate title of company.
Hagerstown and Cambridge City, Ind.	5	22455	Cambridge City, Hagerstown, Ind.	White Water R. R.
Halstad and Moorhead, Minn.	10	26052	Moorhead, Halstad, Minn.	St. P., M. and M.
Hamilton and Tarborough, N. C.	3	13032	Hamilton, Tarborough, N. C.	Hamilton Railroad and Lumber Co.
Hammondsport and Bath, N. Y.	2	6096	Bath, Hammondsport, N. Y.	Bath and Hammondsport...
Hampton and Belmont, Iowa.	6	27078	Hampton, Belmont, Iowa.	Iowa Central
Hancock Station (n. o.) and Berkeley Springs, W. Va.	3	12023	Hancock Station, Berkeley Springs, W. Va.	Baltimore and Ohio
Hanover Junction and Valley Junction, Pa.	2	8102	Hanover Junction, Pa.	Western Maryland.....
Harbor and Ashtabula, Ohio.	5	21098	Gettysburgh, Pa.	Ashtabula Street R. R.
Harbor Springs and Petoskey.	9	24056	Ashtabula, Harbor, Ohio...	Grand Rapids and Indiana..
Harlan and Avoca, Iowa.	6	27045	Petoskey, Harbor Spring, Mich.	Chicago, Rock Island and Pacific.
Harlem, N. Dak., and Andover, S. Dak.	10	35022	Avoca, Harlan, Iowa.....	C., M. and St. P.
Harrison (n. o.) and Elk Garden, W. Va.	3	12025	Andover, S. Dak., Harlem, N. Dak.	West Virginia Central and Pittsburgh.
Harrieville and Carthage, N. Y.	2	6134	Harrison (n. o.), Elk Garden, W. Va.	Carthage and Adirondack..
Hart and Mears, Mich.	9	24046	Harrieville, Carthage, N. Y.	Chicago and West Michigan
Hartington and Wakefield, Nebr.	6	24022	Mears, Hart, Mich.	Chicago, St. Paul, Minn. and Omaha.
Hart Lot and Skaneateles, N. Y.	2	6060	Wakefield, Hartington, Nebr.	Skaneateles
Hart's Roads and Jacksonville, Fla.	4	16009	Hart Lot, Skaneateles, N. Y.	Fla. Cent. and Pen. E. R.
Hartwell and Bowersville, Ga.	4	15029	Hart's Roads, Jacksonville.	Rich. and Dan. R. R.
Hartland and Pittsfield, Me.	1	26	Hartwell, Bowersville	Sebastcook and Moosehead R. R.
Harwood and Gonzales, Tex.	11	31040	Hartland, Pittsfield, Me.	Galveston, Harrisburg, and San Antonio. (So. Pac).
Hastings and Red Cloud, Nebr.	6	14029 (part)	Harwood, Gonzales, Tex.	Burlington and Mo. River in Nebr.
Hastings and Sidney, Iowa	6	27, 043	Hastings, Oxford, Nebr.	Chicago, Burlington, and Quincy.
Hatfield and Norwood, N. J.	2	6, 133	Hastings, Sidney, Iowa	Rome, W. and Ogd
Hayt's Corners and Willard, N. Y.	2	6, 128	Hatfield, Norwood, N. Y.	Geneva, Ithaca and Sayre...
Hazle Creek Junction and Audenried, Pa.	2	8, 012	Hayt's Corners, Willard, N. Y.	Lehigh Valley
Henderson and Durham, N. C.	3	13, 041	Hazle Creek Junction, Audenried, Pa.	Durham and Northern
Henderson and Overton, Tex.	11	31, 015	Henderson, Durham, N. C.	International and Great Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
7.53	5,429	6	2	July 1, 1888	<i>Pounds.</i> 14	Hagerstown and Beesons R. R. (14.15 miles) chartered to begin at Cambridge City, Ind., from August 31, 1889, decreasing distance 6.62 miles.
24.51	10,787	3	10	July 1, 1887	84	Supplied by Moorhead, Minn., connects at Moorhead, Minn., with lines centering there.
20.05	12,927	6	10	July 1, 1888	50	Connects Norfolk and Rocky Mount and Plymouth and Rocky Mount R.P.O.'s at Tarborough.
9.60	18,029	18	12	July 1, 1889	288	
22.96	28,746	12	16	July 1, 1887	67	Supplied by initial and terminal offices. Connects at Hampton, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O., and with Sumner and Hampton, Iowa, R. P. O. Connects at Belmond, Iowa, with Mason City and Fort Dodge, Iowa, R. P. O., and with Forest City and Dow, Iowa, pouch service.
6.41	12,705	19	11	July 1, 1889	169	Connects Baltimore and Grafton and Baltimore and Martinsburg R. P. O.'s at Hancock Station (n. o.), W. Va.
6.63	8,801	12	10	July 1, 1889	739	¹ Balance of route covered by Glyndon and Gettysburg R. P. O. (See Table A.)
4.01	7,948	19	6	July 1, 1888	88	Service performed on street cars.
8.20	20,533	24	18	July 1, 1888	88	At Petoskey connects Mackinaw City and Grand Rapids R. P. O.
14.35	17,966	12	18	July 1, 1887	236	Supplied by Avoca, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Avoca with Avoca and Carsons, Iowa pouch service.
55.79	34,925	6	32	July 1, 1890	271	Supplied by initial and terminal offices. Connects at Andover, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
7.15	8,952	12	6	.....	.....	Connects Cumberland and Elkins R. P. O. at Harrison (n. o.), W. Va.
21.71	18,590	6	10	July 1, 1889	164	
4.15	10,391	24	14	July 1, 1888	193	At Meers, Mich., connects the Pentwater and Muskegon R. P. O.
33.94	21,246	6	22	July 1, 1890	249	Supplied by initial and terminal offices and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
5.18	12,971	24	20	July 1, 1889	228	
24.96	36,441	14	12	July 1, 1888	165	
10.22	12,754	12	4	July 1, 1888	104	
8.51	10,654	12	12	July 1, 1889	183	Supplied by initial and terminal offices, and Bangor and Boston R. P. O.
12.62	9,205	6	6	July 1, 1890	229	Connects at Harwood, Tex., with Houston and El Paso, Tex., R. P. O.
41.48	25,966	6	20	July 1, 1886	4506	Supplied by initial and terminal offices, and by Omaha and McCook, Nebr., R. P. O. Connects at Hastings, Nebr., with Aurora and Hastings, Nebr., pouch service; at Ayr, Nebr., with Valley and Alma, Nebr., R. P. O.; at Blue Hill with Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O., and at Red Cloud, Nebr., with Kansas City, Mo., and Oxford, Nebr., R. P. O.
						¹ Balance of route (64.78 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O. (See Table A.)
22.14	18,860	6	10	July 1, 1887	139	Supplied by Hastings, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Hastings, Iowa, with Carson and Hastings, Iowa, pouch service.
13.54	16,952	12	24	July 1, 1889	152	
6.70	12,459	21	16	July 1, 1889	151	
8.52	18,667	21	12	July 1, 1889	163	
42.05	52,647	12	14	Oct. 1, 1889	139	Connects Norfolk and Raleigh R. P. O. at Henderson, N. C., and the Goldsborough and Greensborough and Keysville and Raleigh R. P. O.'s at Durham, N. C.
17.01	12,417	7	10	July 1, 1890	275	Connects at Overton, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Henderson and Oxford, N. C. . . .	8	13, 014	Oxford, Henderson, N. C. . . .	Oxford and Henderson
Highlands and Branchport, N. J. . . .	2	7, 020 (part)	Highlands, Whiting, N. J. . . .	Central R. R. of New Jersey.
High Point and Ashborough, N. C. . . .	8	13, 021	High Point, Ashborough, N. C. . . .	Richmond and Danville
Hilbert and Appleton, Wis. . . .	10	25, 040	Hilbert, Appleton, Wis.	Milwaukee and Northern
Hilliards and Branchton Junction, Pa. . . .	2	8152	Branchton Junction, Hilliards, Pa. . . .	Pittsburgh, Shenango and Lake Erie.
Hillsborough and Sardinia, Ohio. . . .	5	21066	Hillsborough, Sardinia, Ohio	Ohio and Northwestern R. R.
Hilledale and New Almaden, Cal. . . .	8	46064	Hilledale, New Almaden, Cal. . . .	Southern Pacific Co.
Hinckley and St. Cloud, Minn. . .	10	26049	St. Cloud, Hinckley, Minn. . . .	St. P., M. and M.
Hodgeneville and Elizabethtown, Ky. . . .	5	20083	Elizabethtown, Hodgenville, Ky. . . .	Hodgeneville and Elizabethtown R. R.
Hodges and Abbeville, S. C. . . .	4	14009	Hodges, Abbeville.	Rich and Dan. R. R.
Holsington and Great Bend, Kans. . . .	7	33071	Holsington, Great Bend, Kans. . . .	Kansas and Colorado
Holland Junction (n. o.) and Ottawa Beach (n. o.), Mich. . . .	9	24090	Holland Junction (n. o.), Ottawa Beach (n. o.), Mich. . . .	Chicago and West Michigan.
Holidaysburgh Junction, Newry, Pa. . . .	2	8140	Holidaysburgh, Newry, Pa. . . .	Penna.
Holyoke and Westfield, Mass. . .	1	3009	Holyoke, Westfield, Mass. . . .	New Haven and Northampton R. R.
Homer and Gibsland, La.	11	30018	Gibsland, Homer, La.	Louisiana and Northwestern
Honesdale and Carbondale, Pa. . .	2	8118	Honesdale, Carbondale, Pa. . . .	Del. and Hudson Canal Co. . . .
Honesdale and Lackawaxen, Pa. . .	2	8009	Honesdale, Lackawaxen, Pa. . . .	N. Y., L. E. and Western
Honey Grove and Ladonia, Tex. . .	11	31053 (part)	Dallas, Honey Grove, Tex. . . .	Gulf, Colorado and Santa Fé.
Hope and Ripon, N. Dak.	10	35003 (part)	Breckenridge, Minn., Hope, N. Dak. . . .	St. P., M. and M.
Hope Valley and Wood River Junction (n. o.), R. I. . . .	1	4009	Wood River Junction (n. o.), Hope Valley, R. I. . . .	Wood River Branch R. R. . . .
Hopewell Junction and Wicopee Junction. . . .	2	6125	Hopewell Junction, Wicopee Junction, N. Y. . . .	New York and New England
Hortonville and Oshkosh, Wis. . .	10	25046	Oshkosh, Hortonville, Wis. . . .	Mil., L. S. and West.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
12.50	16,902	12	22	July 1, 1888	<i>Pounds</i> 272	Connects Norfolk and Raleigh R. P. O. at Henderson, N. C., and the Keyaville and Raleigh R. P. O. at Oxford, N. C.
11.81	29,572	24	30	July 1, 1889	671	Balance of route covered by Red Bank and Bridgeton R. P. O. (see Table A*), and no service 3.90 miles Branchport Junction and Eatontown.
28.21	17,659	6	42	Sept. 9, 1889	202	Connects Washington and Charlotte R. P. O. at High Point, N. C.
21.94	27,460	12	22	July 1, 1887	144	Supplied by Appleton and Menasha, Wis., and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menasha, Wis., with Ishpeming, Mich., and Chicago, Ill., R. P. O.; at Appleton, Wis., with Ashland and Milwaukee, Wis., R. P. O., and at Neenah, Wis., with the Chicago, Ill., Abbotseford, Wis., and Minneapolis, Minn., R. P. O.
10.47	13,108	12	18	July 1, 1889	88	
19.42	22,157	6	20	July 1, 1888	170	
10.26	7,446	7	6	July 1, 1890	62	Connects at Hilldale with San Francisco and Santa Margarita R. P. O.
68.24	42,718	6	22	July 1, 1887	70	San Francisco and New Almaden exchange. Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and St. Paul, Minn., R. P. O.; at Milaca, Minn., with Milaca and Elk River, Minn., pouch service; and at St. Cloud, Minn., with St. Paul, Minn., and Minot, N. Dak., and St. Cloud and Willmar, Minn., R. P. O's.
11.70	7,324	6	4	July 1, 1889	124	
11.85	22,254	18	8	July 1, 1888	162	
10.34	15,096	14	10	July 1, 1890	254	Connects at Great Bend, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Great Bend and Scott, Kans., R. P. O. Connects at Holington, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
7.30	-----	25	-----	-----	-----	Order of June 13, 1890, established this route to commence June 21, 1890. At Holland Junction connects the Grand Rapids and La Crosse and Muskegon and Allegan R. P. O's.
2.80	3,618	12	10	July 1, 1889	84	No service as yet has been performed on this line.
10.54	16,406	15	9	July 1, 1889	185	Holyoke exchanges with Westfield and Williamsburgh and New Haven R. P. O.
19.63	28,639	14	8	July 1, 1890	216	Connects at Gibsland, La., with Meridian, Miss., and Shreveport, La., R. P. O.
20.15	50,466	24	32	July 1, 1889	245	
24.89	46,743	18	36	July 1, 1889	509	
12.80	17,958	14	12	July 1, 1890	624	68.40 miles of this route, between Ladonia and Dallas, Tex., covered by Paris and Weatherford, Tex., R. P. O. (See Table A*). Connects at Honey Grove, Tex., with Texarkana, Ark., and Whitesborough, Tex., R. P. O.; at Ladonia, Tex., with Paris and Weatherford, Tex., R. P. O.
29.84	9,310	3	20	July 1, 1890	854	Balance of route covered by Larimore, N. Dak., and Breckenridge, Minn., R. P. O. (See Table A*). Supplied by Ripon, N. Dak., and Larimore, N. Dak., and Breckenridge, Minn., R. P. O.
5.71	10,723	18	14	July 1, 1889	168	Providence and New London R. P. O. with Woodville and Hope Valley, R. I.
11.37	11,863	10	30	July 1, 1889	3,518	
23.77	14,880	6	14	July 1, 1887	156	Supplied by Oshkosh, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects at Crete, Wis., with Chicago, Ill., Abbotseford, Wis., and Minneapolis, Minn., R. P. O., and at Oshkosh, Wis., with Ishpeming, Mich., and Chicago, Ill., and Oshkosh and Milwaukee, Wis., R. P. O's.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Houlton, Me., and New Brunswick Line (n. o.).	1	16	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick R. R.
Houston and Alvin, Tex.	11	31047	Houston, Alvin, Tex.	Gulf, Colorado and Santa Fé.
Houston and Columbia, Tex.	11	31008	Houston, Columbia, Tex.	International and Great Northern.
Houston and Sealy, Tex.	11	31020	Houston, Sealy, Tex.	Texas Western.
Humboldt and Republic, Mich.	10	24053	Humboldt, Republic, Mich.	D., S. S. and A.
Hunter and Phenicia.	2	6118	Phenicia, Hunter, N. Y.	Stony Clove and Catskill.
Hunter's Run and Pine Grove Furnace, Pa.	2	8052 (part)	Carlisle, Pine Grove, Furnace, Pa.	Gettysburgh and Harrisburgh.
Huntsville and Phelps, Tex.	11	31034	Phelps, Huntsville, Tex.	International and Great Northern.
Hurley and Ponce, Wis.	10	25070	Hurley, Ponce, Wis.	Mil., L. S. and West.
Huron and Norwalk, Ohio.	5	21087	Huron and Norwalk, Ohio.	Wheeling and Lake Erie.
Hutchinson and Glencoe, Minn.	10	28056	Glencoe, Hutchinson, Minn.	C., M. and St. P.
Hutchinson and Kingman, Kans.	7	33100	Hutchinson, Kingman, Kans.	Hutchinson and Southern ..
Hutchinson Junction (n. o.) and Hutchinson, Minn.	10	26060	Hutchinson Junction (n. o.) Hutchinson, Minn.	St. P., M. and M.
Ione and Galt, Cal.	8	46023	Galt, Ione, Cal.	Central Pacific R. R.
Inman and Victoria, Tenn.	5	19026	Inman, Victoria, Tenn.	Nashville, Chattanooga and St. Louis.
Iron City and Pinkney, Tenn.	5	19023	Iron City, Pinkney, Tenn.	Nashville, Florence and Sheffield.
Iron River Junction (n. o.) and Watersmeet, Mich.	10	24038	Iron River Junction (n. o.), Watersmeet, Mich.	Chi. and Nor. West.
Irwin and Blackburn, Pa.	2	8129	Irwin, Blackburn, Pa.	Youghiogheny.
Isabel and Brownsville, Tex.	11	31018	Brownsville, Isabel, Tex.	Rio Grande R. R.
Jackson and Allenville, Mo.	7	28048	Allenville, Jackson, Mo.	St. Louis, Iron Mountain, and Southern.
Jacksonville and Mayport, Fla.	4	10036	Jacksonville, Mayport, Fla.	Jack., May., Pub. Beach Ry. and Nav. Co.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
296	6,485	21	22	July 1, 1889	392	Supplied by Vanceborough and Bangor and Andover and Vanceborough R. P. O's.
23.71	43,370	14	8	July 1, 1890	331	Makes Houston, Tex., connections. Connects at Alvin, Tex., with Newton, Kans., and Galveston, Tex., R. P. O's.
51	15,963	3	16	July 1, 1890	149	Makes Houston, Tex., connections. Train 27 outward Mondays, Wednesdays, and Fridays. Train 28 inward Tuesdays, Thursdays, and Saturdays.
52.87	16,548	3	10	July 1, 1890	49	Makes Houston, Tex., connections, and connects at Saly, Tex., with Newton, Kans., and Galveston, Tex., R. P. O. Train 1 outward Mondays, Wednesdays, and Fridays. Train 2 inward Tuesdays, Thursdays, and Saturdays.
8.61	6,285	7	4	July 1, 1888	90	Supplied by Humboldt, Mich., and Mackinaw City and Houghton, Mich., R. P. O. Connects at Republic, Mich., with Champion and Iron Mountain, Mich., pouch service.
14.83	18,567	12	20	July 1, 1889	320	'Balance' of route covered by Carlisle and Gettysburg R. P. O. (See Table A.)
8.97	11,239	12	4			
8.38	12,234	14	6	July 1, 1890	319	Connects at Phillips, Tex., with Palestine and Galveston, Tex., R. P. O.
5.90	3,693	6	2	Sept. 26, 1889	25	Supplied by Hurley, Wis. Connects at Hurley, Wis., with Ashland and Milwaukee, Wis., R. P. O.
14.13	17,601	12	5	July 1, 1888	90	Supplied by initial and terminal offices, and by St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
14.24	17,828	12	12	Dec. 1, 1886	76	Connects at Hutchinson, Minn., with Hutchinson Junction (n. o.) and Hutchinson, Minn., pouch service.
32.70	15,434	12	22	July 1, 1890	354	New service: commenced February 24, 1890. Connects at Hutchinson, Kans., with Fort Scott and Kanopolis, Kans., R. P. O.; Herington and Dodge City, R. P. O.; Herington and Liberal, Kans., R. P. O., and Kansas City, Mo., and Pueblo, Colo., R. P. O. Connects at Kingman, Kans., with Wichita and Mullinville, Kans., R. P. O., and Winfield and Larned, Kans., R. P. O.
53.40	33,428	6	16	July 1, 1888	84	Supplied by Minneapolis, Minn., and Hutchinson, Minn. Connects at Hutchinson Junction (n. o.), Minn., with Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.; at Excelsior, Minn., with St. Paul, Minn., and Watertown, S. Dak., R. P. O., and at Hutchinson, Minn., with Hutchinson and Glenwood, Minn., pouch service.
27.85	30,331	7	24	July 1, 1890	384	Connects at Galt with Sacramento and San Francisco R. P. O.
5.68	3,557	6	4	July 1, 1888	104	
11.65	7,293	6	8	July 1, 1889	46	
54.79	39,997	7	26	July 1, 1888	112	Supplied by Florence, Wis., and Watersmeet, Mich., and Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction (n. o.), Mich., with Crystal Falls, Mich., and Florence, Wis., pouch service, and at Watersmeet, Mich., with Ashland and Milwaukee, Wis., R. P. O.
8.54	5,346	6	4	July 1, 1889	60	
23.16	16,906	7	2	July 1, 1890	24	Isabel and Brownsville, Tex.; exchanges pouches daily. They also exchange pouches three times per month with New Orleans, La., by steamer.
16.80	21,634	12	18	July 1, 1887	129	Connects at Allenville, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O.
18.79	11,762	6	10	July 1, 1889	102	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Jacksonville and Pablo Beach, Fla.	4	16030	Jacksonville, Pablo Beach, Fla.	Jack. and Atlantic R. R.
Jacksonville and St. Augustine, Fla.	4	16016	Jacksonville, St. Augustine, Fla.	Jack., St. Aug., Hal. Riv. R. R.
Jamaica and Brooklyn, N. Y.	2	6124	Brooklyn, Jamaica, N. Y.	Long Island
Jamestown and Burr Oak, Kans.	7	33032	Jamestown, Burr Oak, Kans.	Central Branch, Union Pacific Rwy.
Jameville and Washington, N. C.	3	13013	Jameville, Washington, N. C.	Jameville and Washington.
Jameville and Afton, Wis.	10	25052	Afton, Jameville, Wis.	Chi. and Nor. West
Jasper and Huntingburgh, Ind.	5	22032 (part)	Evansville, Jasper, Ind.	Louisville, Evansville and St. Louis.
Jefferson Junction and Susquehanna, Pa.	2	8064 (part)	Carbondale, Susquehanna, Pa.	N. Y., L. E. and Western
Jeffersonville and Watson Ind.	5	22056	Jeffersonville, Watson, Ind.	Ohio and Mississippi
Johnson Junction and Hillsborough, Ky.	5	20019	Johnson Junction, Hillsborough, Ky.	Cincinnati and Southeastern
Joplin and Splitlog, Mo.	7	28069	Joplin, Splitlog, Mo.	Kansas City, Fort Smith and Southern.
Jaub and Frisco, Utah	8	41001 (part)	Jaub, Frisco, Utah	Oreg. Short Line and Utah North. Rwy. Co.
Junction and Columbia, Pa. ...		8031 (part)	Columbia, Sinking Spring, Pa.	Phila. and Reading
Junction (n. o.) and Ignacio Station (n. o.), Cal.		46036	Junction (n. o.), Ignacio Station (n. o.), Cal.	San Fran. and North Pacific R. R.
Junction and Junction, Pa.	2	8189 (part)	Hawley, Scranton, Pa.	Erie and Wyoming Valley ..
Junction and Mound City, Ill.	6	23028	Junction, Mound City, Ill. ...	Illinois Central
Kaaterskill and Kaaterskill Junction, N. Y.	2	6121	Kaaterskill, Kaaterskill Junction, N. Y.	Kaaterskill
Kanopolis and Geneseo, Kans.	7	33096	Geneseo, Kanopolis, Kan.	Kanopolis and Kansas Central.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
17.38	10,879	6	6	Feb. 4, 1887	Pounds. 44	
37.65	54,969	14	12	July 1, 1888	1,002	
9.58	12,984	13	9	July 1, 1889	469	
23.86	30,797	12	28	July 1, 1890	269	Connects at Jamestown, Kans. with Atchison and Lenora, Kans., R. P. O. and at Mankato, Kans. with St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
						¹ 6 round trips per week during entire year; in addition to which, were 6 trips outward and over entire route, and 6 trips per week inward from Mankato to Jamestown, Kans. (25.10 miles), from Dec. 22 1889, to June 30, 1890, (163 days).
23.21	14,592	6	23	July 1, 1888	290	Connects Norfolk and Edenton R. P. O. at Jamesville, N. C., by boat between Jamesville and Edenton, N. C.
6.69	8,376	12	8	July 1, 1888	168	Connects Chicago, Ill., and Winona, Minn., R. P. O. day line with Janesville, Wis., and lines centering there.
6.97	13,090	18	14	July 1, 1888	717	¹ Balance of route (47.39 miles) covered by Louisville, Huntingburgh and Evansville R. P. O. (See Table A*).
¹ 3.80	4,758	12	4	July 1, 1889	436	¹ Balance of route covered by Ninevah and Carbondale R. P. O. (See Table A*).
7.50	10,170	13	8	July 1, 1888	211	
16.91	18,098	6	12	July 1, 1888	131	6 round trips per week over whole route, and 12 additional round trips per week between Johnson Junction and Flemingsburgh, Ky.; distance, 6 miles.
24.64	39,415	¹ 14	16	Sept. 26, 1889	123	Reported last year as Joplin and Neosho, Mo. (20.37 miles). Service extended Sept. 26, 1889, increasing distance 14.27 miles. Connects at Joplin Mo., with Fort Scott, Kans., and Webb City, Mo., R. P. O., Girard and Galena, Kans., R. P. O., Kansas City and Joplin, Mo., R. P. O., and Oronogo and Joplin, Mo., pouch service. Connects at Neosho, Mo., with Monett, Mo., and Sapulpa, Ind. T., R. P. O.
						¹ 14 round trips per week between Joplin and Neosho, Mo. (20.37 miles), and 7 round trips per week between Neosho and Splitlog, Mo. (14.27 miles), from date of extension of service.
129.15	101,580	7	32	July 1, 1890	1,548	Connects at Frisco with Salt Lake and Juab, R. P. O. Balance of route covered by Ogden and Salt Lake and Salt Lake and Juab R. P. O's. (See Table A*.)
11.73	14,086	12	8	July 1, 1889	586	¹ Balance of route covered by Reading and Quarryville, R. P. O. (See Table A*.)
7.50	5,475	7	8	July 1, 1890	185	Connects at Ignacio Junction with Ukiah and San Francisco R. P. O. Mail for offices on route 46,039 go over this line.
¹ 15.10	9,453	6	12	-----	-----	¹ Balance of route covered by Hawley and Scranton R. P. O. (See Table A*.)
2.96	2,161	7	2	July 1, 1887	73	Connects Chicago and Cairo R. P. O. with Mound City, Ill.
¹ 8.00	10,016	12	12	July 1, 1889	221	¹ Service only 3 months in a year.
14.76	¹ 3,203	3	10	July 1, 1890	75	Connects at Kanopolis, Kans., with Kansas City, Mo., and Denver, Colo., R. P. O., and at Geneseo, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., Fort Scott and Geneseo Division of Fort Scott and Kanopolis, Kans., R. P. O., and Little River and Hollyrood, Kans. pouch service.
						¹ Service from July 1, 1889, to Oct. 20, 1889, covered by Fort Scott and Kanopolis, Kans., R. P. O. (See Table A*.)

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Katabdin Iron Works and Milo Junction (n. o.), Me.	1	9	Milo Junction (n. o.), Katabdin Iron Works, Me.	Bangor and Katabdin Iron Works R. R.
Keating and Karthaus, Pa.	2	8167	Keating, Karthaus, Pa.	Penna.
Kenesaw and Kearney, Nebr.	6	24030	Kenesaw, Kearney, Nebr.	Burlington and Mo. River, in Nebr.
Kennebunk Port Station (n. o.) and Kennebunk Station (n. o.), Me.	1	27	Kennebunk Port Station (n. o.), Kennebunk Station, Me.	Boston and Maine R. R.
Keokuk, Iowa, and Warsaw, Ill.	6	23027 (part)	State Line (n. o.), Warsaw, Ill.	Toledo, Peoria and Western.
Kercheval and Cannelton, Ind.	5	22052	Kercheval, Cannelton, Ind.	Louisville, Evansville and St. Louis.
Kildare and Linden, Tex.	11	31069	Kildare, Linden, Tex.	Kildare and Linden.
Kingfield and Strong Station (n. o.), Me.	1	25	Strong Station (n. o.), Kingfield, Me.	Franklin and Megantic R. R.
Kingston and Rome, Ga.	4	15008	Kingston, Rome, Ga.	Rome R. R.
Kingston Depot and Narragansett Pier, R. I.	1	4007	Kingston Depot, Narragansett Pier R. I.	Narragansett Pier R. R.
Kingsville and Yosemite, Ky.	5	20028	Kingsville, Yosemite, Ky.	Cincinnati and Green River.
Kingwood and Tunnelton, W. Va.	3	12021	Tunnelton, Kingwood, W. Va.	Tunnelton, Kingwood and Fairchance.
Kinkora and Julietstown, N. J.	2	7012	Kinkora, Julietstown, N. J.	Penna.
Kinzua Junction and Smethport, Pa.	2	8132	Bradford, Smethport, Pa.	Bradford B. and K.
Kissimmee and Narcoossee, Fla.	4	16037	Kissimmee, Narcoossee, Fla.	St. Cloud Sugar-Belt Rwy.
Kittery Junction (n. o.) and York Beach, Me.	1	28	Kittery Junction (n. o.), York Beach, Me.	York Harbor and Beach R. R.
La Crosse and Goodland, Ind.	5	22028 (part)	La Crosse, Attica, Ind.	Chicago and Indiana Coal.
La Crosse Junction (n. o.) and Connell, Wash.	8	43006 (part)	La Crosse Junction (n. o.), Connell, Wash.	Oreg. Short Line and Utah Northern Rwy. Co.
La Harpe, Ill., and Burlington, Iowa.	6	23076	La Harpe, Ill., Burlington, Iowa.	Toledo, Peoria and Western.
La Josee and Hasting.	2	8182	La Josee, Hasting, Pa.	Cambria and Clearfield.
Lake City and Cadillac, Mich.	9	24066	Cadillac, Lake City, Mich.	Cadillac and Northeastern.
Lake City and Fort White, Fla.	4	16032	Lake City, Fort White.	Savannah, Fla., and West. Ry.
Lake George and Fort Edward.	2	6032	Fort Edward, Lake George, N. Y.	Del. and Hud. Canal Co.
Lake Linden and Junction (n. o.), Mich.	10	24069	Junction (n. o.), Lake Linden, Mich.	Hancock and Calumet.
Lake Park, Iowa, and Worthington, Minn.	6	27085	Lake Park, Iowa, Worthington, Minn.	Burlington, Cedar Rapids and Northern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
18.98	23,763	12	12	July 1, 1889	72	Connects at Milo Junction with Greenville and Bangor R. P. O.
22.15	18,866	6	6	July 1, 1889	69	
24.57	17,936	7	16	July 1, 1890	323	Supplied by initial and terminal offices, and by Omaha and McCook, Nebr., R. P. O. Connects at Kearney, Nebr., with Omaha, Nebr., and Ogden, Utah, R. P. O.
4.67	11,694	24	26	July 1, 1889	344	Supplied by Portland and Boston R. P. O.
6.37	7,975	12	6	July 1, 1887	1,607	¹ Balance of route (223.83 miles) covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. (See Table A ¹ .) Supplied by Keokuk, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.
22.50	28,176	12	26	July 1, 1888	82	
13.36	8,301	6	4	July 1, 1890	77	Connects at Kildare, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.
15.18	9,503	6	22	July 1, 1889	151	Connects at Strong Station, Me., with Farmington and Portland R. P. O.
19.20	38,054	19	8	July 1, 1888	261	
8.50	18,963	18	40	July 1, 1889	453	Supplied by Providence and New London, Boston, Providence and New York R. P. O's.
11.76	7,362	6	8	July 1, 1888	80	
11.28	14,096	12	12	July 1, 1889 ²	126	Connects Baltimore and Grafton R. P. O. at Tunnelton, W. Va.
9.80	12,270	12	12	July 1, 1889	147	
¹ 15.63	19,444	12	20	July 1, 1889	268	¹ Balance of route covered by Wellsville and Bradford R. P. O. (See Table A ¹ .)
15.66	19,481	12	6	Aug. 19, 1889	84	
11.28	14,122	12	20	July 1, 1889	143	Connects at Kittery Junction, Me., with North Conway and Boston, and Bangor and Boston R. P. O's.
49.30	30,861	6	18	July 1, 1888	343	¹ Balance of route (Goodland to Attica, Ind., 34.36 miles) covered by Moline and Brazil R. P. O. (See Table A ¹ .)
53.70	32,616	6	14	July 1, 1890	859	Connects at La Crosse Junction with Spokane Falls, Wash., and Pendleton, Oregon, R. P. O., and at Connell with Spokane Falls, Wash., and Portland, Oregon, R. P. O.
						27.80 miles of route, Moscow to Colfax, closed-pouch service. Balance of route covered by Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. (See Table A ¹ .)
20.10	25,165	12	10	July 1, 1887	141	Supplied by Burlington, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O. Connects at Burlington, Iowa, with all lines centering there.
14.88	9,007	6	8			
12.66	17,090	12	6	Feb. 1, 1888	82	At Cadillac, Mich. Connects the Mackinaw City and Grand Rapids and Cadillac and Fort Wayne R. P. O's.
21.98	27,869	12	6	July 1, 188	56	
¹ 15.51	48,546	30	² 68	July 1, 1889	742	¹ 12 round trips for 9 months, and 30 round trips for 3 months per week. ² 4 pouches daily for 9 months, and 68 daily for 3 months.
3.35	4,194	12	18	Sept. 10, 1886	225	Supplied by Houghton and Calumet, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. Connects at Junction (n. o.), Mich., with Calumet and Houghton pouch service.
18.80	11,769	6	10	Jan. 2, 1890	851	Supplied by Worthington, Minn., and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Worthington, Minn., with St. Paul, Minn., and Council Bluffs, Iowa, R. P. O., and with Worthington, Minn., and Mitchell, S. Dak., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Lake Roland and Stevenson, Md.	3	10018	Lake Roland, Stevenson, Md.	Northern Central
La Moure and Edgeley, N. Dak.	10	135015 (part)	Fargo, Edgeley, N. Dak. ...	Northern Pacific
Lanes and Georgetown, S. C. ...	4	14020	Lanes, Georgetown, ...	Georgetown and West. R. R.
Landsdale and Norristown, Pa.	2	8098	Norristown, Landsdale, Pa.	Stony Creek
Lapham Junction (n. o.) and McKenna, Wis.	10	25075	Lapham Junction (n. o.), McKenna, Wis.	C. M. and St. P.
La Prairie and Cloquet, Minn.	10	26069	Cloquet, LaPrairie, Minn. ...	North Star Construction Co.
Latrobe and Ligonier, ...	2	8118	Latrobe, Ligonier, Pa.	Ligonier Valley
Laurel Junction (n. o.) and Red Lodge, Mont.	10	36012	Laurel Junction (n. o.) Red Lodge, Mont.	Rocky Fork and Crook City
Lawrence and Carbondale, Kans.	7	33014	Lawrence, Carbondale, Kans.	Lawrence, Emporia and Southwestern.
Lawrence and Lowell, Mass. ...	1	3017	Lowell, Lawrence, Mass.	Boston and Maine R. R. (Lowell system).
Lawrence and Salem, Mass. ...	1	3005	Salem, Lawrence, Mass.	Boston and Maine R. R. ...
Lawrenceburgh and Concordia, Kans.	7	13015 (part)	Junction City, Concordia, Kans.	Junction City and Ft. Kearney.
Lawrenceburgh Junction (n. o.) and Lawrenceburgh, Ind.	5	22045	Lawrenceburgh Junction (n. o.), Lawrenceburgh, Ind.	Cin., Indpls., St. Louis and Chicago.
Lawton and South Haven, Mich.	9	24063	Lawton, South Haven, Mich.	Toledo and South Haven...
Leaman Place and Strasburgh.	2	8026	Strasburgh, Leaman Place, Pa.	Strasburgh
Leavenworth and Menager, Kans.	7	33099	Menager Junction (n. o.), Leavenworth Station (n. o.), Kans.	Kansas City, Wyandotte and Northwestern.
Lebanon Station (n. o.) and Albany Junction (n. o.), Oregon.	8	44010	Albany Station (n. o.), Lebanon Station (n. o.), Oregon.	Oregon and California R. R.
Lebanon and Cornwall, ...	2	8149	Cornwall, Lebanon, Pa.	Cornwall
Leeds Junction (n. o.) and Lewiston, Me.	1	3 (part)	Farmington, Brunswick, Me.	Maine Central R. R.
Lehi and Silver City, Utah	8	41011	Lehi, Silver City, Utah	Salt Lake and Western R. R.
Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	1	2008	Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	Central Vermont R. R.
Lewisburgh and Sunbury, Pa.	2	8153	Sunbury, Lewisburg, Pa. ...	Philadelphia and Reading ..
Lewiston and South Auburn, Me.	1	21	Lewiston, South Auburn, Me.	Grand Trunk R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
8.51	6,899	12	8	July 1, 1889	Pounds. 29	Supplied by closed pouches from Baltimore, Md.
21.90	13,099	6	10	July 1, 1890	492	¹ Balance of route covered by Fargo and La Moure N. Dak., R. P. O. (See Table A ¹ .) Supplied by initial and terminal offices, and by Fargo and La Moure, N. Dak., R. P. O. Connects at Edgeley, N. Dak., with Edgeley, N. Dak., and Aberdeen, S. Dak., pouch service, and at La Moure, N. Dak., with Jamestown and Oakes, N. Dak., R. P. O.
36	45,072	14	10	July 1, 1888	267	Supplied by Mathers, Wis. Connects at Lapham Junction (n. o.), Wis., with Goodyear and Mathers, Wis., pouch service.
10.80	10,141	9	15	July 1, 1889	141	
2.04	1,277	6	2	.....	.....
70	21,840	3	4	.....	.....	Supplied by Cloquet, Minn. Connects at Cloquet, Minn., with Cloquet and N. P. Junction, Minn., pouch service.
10.78	13,497	12	16	July 1, 1889	167	Supplied by Laurel, Mont., and St. Paul, Minn., and Helena, Mont., R. P. O.
44.58	22,543	7	4	July 1, 1890	152	
33.75	11,205	6	12	July 1, 1890	636	¹ Service discontinued from January 15, 1890. Made Lawrence, Kans., connections; connected at Richland, Kans., with Topeka and Ft. Scott R. P. O., and at Carbondale, Kans., with Kansas City, Mo., and Pueblo, Colo. R. P. O.
13.49	29,556	21	20	July 1, 1889	165	Tewksbury exchanges with Lowell, Boston and St. Albans, and Boston R. P. O.; Lowell with Lawrence and Portland and Boston R. P. O.
22.23	41,935	18	40	July 1, 1889	129	Connects at Salem and Lawrence, Mass., with Manchester, Lawrence and Boston, and Portland and Boston R. P. O's.
6.87	10,030	14	8	July 1, 1890	361	Covered last year by Concordia and Junction City, Kans., R. P. O., which performed the service on this line from July 1, 1889 to Feb. 6, 1890.
2.50	4,955	19	8	July 1, 1888	386	¹ 63.90 miles of route 33015, between Lawrenceburgh and Junction City, Kans., covered by Belleville and Junction City, Kans. R. P. O.
36.03	45,109	12	32	May 13, 1889	284	¹ round trip daily and 2 round trips daily, except Sunday.
4.87	6,097	12	8	July 1, 1889	58	At Lawton, Mich., connects the Detroit and Chicago R. P. O. At Hartford, Mich., connects the Grand Rapids and La Crosse R. P. O. At South Haven, Mich., connects the Kalamazoo and South Haven R. P. O.
12.40	19,071	21	6	July 1, 1890	178	Makes Leavenworth, Kans., connections. Also connects at Lansing, Kans., with Leavenworth and Lawrence, Kans., R. P. O., and at Menager Junction (n. o.), Kans., with Kansas City, Mo., and Beatrice, Nebr., R. P. O.
12.50	22,475	18	16	July 1, 1890	229	¹ 21 round trips per week from July 1, 1889, to December 14, 1889; 14 per week from December 15, 1889, to May 26, 1890, and 21 per week from May 27, 1890, to June 30, 1890.
6.36	7,963	12	18	July 1, 1889	94	Connects at Albany Junction with Portland, Oregon, and San Francisco, Cal., R. P. O.
16.50	20,658	12	18	July 1, 1889	1,078	
54.25	32,961	6	6	July 1, 1890	115	Balance of route (51.33 miles) covered by R. P. O. service (see Table A ¹) supplied by Farmington and Portland and Bangor and Boston R. P. O's.
15.65	9,797	6	6	July 1, 1889	103	Connects at Lehi Junction with Salt Lake and Junab R. P. O.
9.89	11,381	12	12	July 1, 1889	62	Supplied by Essex Junction and Boston and Rutland, Bennington, and Troy R. P. O.
6	11,268	12	12	July 1, 1889	217	Supplied by Portland and Island Pond R. P. O.

TABLE C^c.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Lewiston and Suspension Bridge.	2	6016 (part)	Buffalo, Lewiston, N. Y.	N. Y. C. and H. R.
Lewiston and Winifrede, W. Va.	3	12008	Winifrede Junction (n. o.), Winifrede, W. Va.	Winifrede
Lexington and Lawrenceburgh, Ky.	25	20039 (part)	Louisville, Lexington, Ky. ...	Louisville Southern
Liegan Station (n. o.), Cal., and Reno, Nev.	8	45005	Reno, Nev., Liegan Station (n. o.), Cal.	Oregon, Nevada and California R. R.
Little River and Hollyrood, Kana.	7	33065	Little River, Hollyrood, Kana.	Atchison, Topeka and Santa F6.
Livingston and Cinnabar (n. o.), Mont.	10	30012	Livingston, Cinnabar (n. o.), Mont.	Northern Pacific
Lockhart and Austin Junction (n. o.), Tex.	11	31074	Lockhart, Austin Junction (n. o.), Tex.	San Antonio and Aransas Pass.
Lockhart and San Marcos, Tex.	11	31063	San Marcos, Lockhart, Tex. .	Missouri, Kansas and Texas.
Logansport and Clymers (n. o.), Ind.	5	22059	Logansport, Clymers (n. o.), Ind.	Wabash
Longport Junction and Tonawanda, N. Y.	2	6015	Tonawanda, Longport Junction (n. o.), N. Y.	N. Y. C. and H. R.
Longview and Carthage, Tex.	11	31048	Longview, Carthage, Tex. ...	Texas, Sabine Valley and Northwestern.
Lorain and Grafton, Ohio ¹	5	21041 (part)	Lorain, Bellaire, Ohio	Cleveland, Lorain and Wheeling.
Los Angeles and San Pedro, Cal.	8	46018	Lqs Angeles, San Pedro, Cal.	Southern Pacific Co.
Los Angeles and Redondo Beach, Cal.	8	46058	Los Angeles, Redondo Beach, Cal.	Southern California Rwy. ...
Los Angeles and Santa Monica, Cal.	8	46020	Los Angeles, Santa Monica, Cal.	Los Angeles and Independence R. R.
Loudon Park (n. o.) and Catonsville, Md.	3	10028	Saint Agnes Station (n. o), Catonsville, Md.	Baltimore and Potomac.
Louisburgh and Franklinton, N. C.	3	13025	Louisburgh, Franklinton, N. C.	Louisburgh
Louisville and Prospect, Ky.	5	20023	Louisville, Prospect, Ky.	Louisville and Nashville.
Louisville and Wadley, Ga.	4	15028	Wadley, Louisville, Ga.	Louis and Wadley R. R.
Lowell and Freeport, Mich.	9	24070	Lowell, Freeport, Mich.	Lowell and Hastings
Lowell Junction (n. o.) and Lowell, Mass.	1	3082	Lowell Junction (n. o.) Lowell, Mass.	Boston and Maine R. R.
Ludington and Stetson, Mich. .	9	24078	Ludington, Stetson, Mich. ...	Mason and Oceana
Luther and Orono, Mich.	9	24059	Orono, Luther, Mich.	Grand Rapids and Indiana. .
Luverne, Minn., and Doon, Iowa.	10	26030	Luverne, Minn., Doon, Iowa.	Chic., St. P., Minn. and Om. .

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
14.75	8,921	18	4	July 1, 1889	Pounds 12,047	¹ Balance of route covered by Suspension Bridge and Buffalo R. P. O. (See Table A ¹ .)
4.54	6,157	13	4	July 1, 1889	48	Connects Richmond and Hinton and Washington and Hinton R. P. O.'s at Lewiston, W. Va.
24.69	12,938	18	22	Feb. 10, 1890	828	¹ Louisville and Lawrenceburgh route extended to Lexington, Ky., February 10, 1890.
70.86	51,819	7	30	July 1, 1890	502	² Balance of route (Louisville to Lawrenceburgh, Ky., 62.80 miles) covered by Louisville and Burgen R. P. O. (See Table A ¹ .)
27.15	16,996	6	34	July 1, 1890	149	Including sacks. Connects at Reno with Ogden, Utah, and San Francisco, Cal., R. P. O. Supplied by Reno.
51	31,826	6	12	July 1, 1890	168	Connects at Little River, Kans., with Florence and Ellinwood, Kans., R. P. O.; at Geneseo, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and Fort Scott and Kanopolis, Kans., R. P. O.; at Lorraine, Kans., with Ellsworth and Burrton, Kans., R. P. O.
52.94	3,668	6	28	.....	.....	Supplied by Livingston, Mont. Connects at Livingston, Mont., with St. Paul, Minn., and Helena, Mont., R. P. O.
17.12	24,965	14	16	July 1, 1890	266	Established May 26, 1890. Connects at Lockhart with Lockhart and San Marcos, Tex., R. R., and connects at Austin Junction (n. o.), Tex., with Lexington and Yoakum, Tex., R. P. O.
6.80	14,183	20	10	June 21, 1889	257	Connects at San Marcos, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
12.01	29,073	24	48	July 1, 1889	1,074	
36.80	24,913	6	16	July 1, 1890	190	Connects at Longview, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O., and Texarkana, Ark., and Laredo, Tex., R. P. O.
16.35	20,470	12	16	July 1, 1888	1,057	Balance of route (Grafton to Bellaire, Ohio, 144.14 miles) covered by the Cleveland and Bellaire R. P. O.
25.21	36,807	14	14	July 1, 1890	366	Supplied by Los Angeles.
22.83	33,333	14	8	July 1, 1890	101	Supplied by Los Angeles. Route extended from Centinela, October 20, 1889.
18.52	27,039	14	10	July 1, 1890	235	Supplied by Los Angeles.
4.01	10,041	24	13	July 1, 1889	104	Supplied by closed pouches from Baltimore, Md.
10.84	6,473	6	4	July 1, 1888	128	Connects Norfolk and Raleigh R. P. O. at Franklinton, N. C.
11.03	6,905	6	8	July 1, 1888	55	
10.42	13,004	12	8	July 1, 1885	131	
12.85	8,686	12	33	Dec. 16, 1889	132	Established by order November 21, 1889; began service December 16, 1889. At Lowell, Mich., connects with the Detroit- and Grand Haven R. P. O. At Elmdale, Mich., connects with the Grand Lodge and Grand Rapids R. P. O.
8.50	5,338	6	6	.....	.....	From July 10, 1889.
29.15	36,496	12	16	July 1, 1889	44	At Ludington, connects the Ludington and Toledo R. P. O.
11.87	17,732	12	10	July 1, 1888	130	At Orono, Mich., connects Cadillac and Fort Wayne and Mackinaw City and Grand Rapids R. P. O.'s. The service on this line was curtailed to end at Luther instead of Copley, Mich., decreasing distance 2.75 miles, from May 1, 1890. Date of order, April 19, 1890.
26.31	17,922	6	12	July 1, 1887	114	Supplied by Luverne, Minn., and by Worthington, Minn., and Mitchell, S. Dak., R. P. O. Connects at Rock Rapids, Iowa, with Ellsworth, Minn., and Sioux Falls, S. Dak., pouch-service, and with Cherokee, Iowa, and Sioux Falls, S. Dak., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Lynn and Dexterville, Wis....	10	25065	Dexterville, Lynn, Wis....	Wis., Pitts. and Superior....
Lyons and Denver, Colo.....	7	38028	Denver, Lyons, Colo.....	Denver, Utah and Pacific...
McDonough and Griffin, Ga....	4	15051	Columbus, McDonough, Ga.	Georgia Mid. and Gulf R. R.
McNeal and Rockhill Furnace, Pa.	2	(part) 8180	Rockhill Furnace, McNeal, Pa.	East Broad Top.....
McNeil and Magnolia, Ark....	11	29015	McNeil, Magnolia, Ark....	St. Louis, Arkansas and Texas.
McGee's Station, and Glen Campbell, Pa.	2	8184	McGee's Station, Glen Campbell, Pa.	Bell's Gap.....
Mackey's Ferry and Raper, N. C.	3	13039	Mackey's Ferry, Raper, N. C.	Roanoke and Southern....
Mahopac and Golden's Bridge, N. Y.	2	6023	Golden's Bridge, Mahopac, N. Y.	N. Y. C. and H. R. (Harlem Div.).
Malcolm and Antigo, Wis....	10	25060	Antigo, Malcolm, Wis.....	Mil., L. S. and West.....
Malvern and Hot Springs, Ark.	11	29005	Malvern, Hot Springs, Ark.	Hot Springs R. R.....
Malvern and Tabor, Iowa....	6	27108	Malvern, Tabor, Iowa.....	Tabor and Northern.....
Mammoth Cave and Glasgow Junction, Ky.	5	20036	Glasgow Junction, Mammoth Cave, Ky.	Louisville and Nashville....
Manahawkin and Beach Haven, N. J.	2	7042	Beach Haven, Manahawkin, N. J.	Penna.....
Manchester and Barnegat, N. J.	2	7050	Manchester, Barnegat, N. J.	New Jersey Southern.....
Manchester and Cedar Rapids, Iowa.	6	27101	Cedar Rapids, Manchester, Iowa.	Illinois Central.....
Manchester and North Weare, N. H.	1	1003	Manchester, North Weare, N. H.	Concord and Montreal R. R.
Manitou Junction (n. o.) and Colorado Springs, Colo.	7	38025	Manitou Junction (n. o.), Colorado Springs, Colo.	Union Pacific, Denver and Gulf.
Mankato Junction (n. o.) and Mankato, Minn.	10	26019	Mankato Junction (n. o.), Mankato, Minn.	Chl. and Nor. West.....
Manning and Audubon, Iowa..	6	27080	Manning, Audubon, Iowa..	Chicago and Northwestern.
Manor Junction and Eastport Junction, N. Y.	2	6117	Manor Junction, Eastport Junction, N. Y.	Long Island.....
Manor Station and Claridge, Pa.	2	8111	Manor Station, Claridge, Pa.	Penna.....
Manumuskine and Heislerville, N. J.	2	7057	Manumuskine, Heislerville, N. J.	West Jersey.....
Marblehead and Lynn, Mass..	1	3009	Lynn, Marblehead, Mass.	Boston and Maine R. R....
Marblehead and Salem, Mass..	1	3004	Marblehead, Salem, Mass..	Boston and Maine R. R....
Marietta, Ohio, and Parkersburg, W. Va.	5	21049	Marietta, Ohio, Parkersburg, W. Va.	Cincinnati, Washington and Baltimore.
Marvsville and Clough Junction (n. o.), Mont.	10	36007	Clough Junction (n. o.), Marysville, Mont.	Northern Pacific.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
25.80	16,151	6	10	Dec. 2, 1889	<i>Pounds.</i> 41	Supplied by Dexterville, Wis., and by Tomahawk and Tomah, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O., and Vesper and Dexterville Junction (n. o.), Wis., pouch-service.
49.02	30,687	6	18	July 1, 1890	121	Makes Denver, Colo., connections, and connects at Longmont, Colo., with Greeley and Denver, Colo., R. P. O., and at Erie and Canfield, Colo., with Erie and Boulder, Colo., pouch-service.
18.95	11,824	6	6	July 1, 1888	234	Balance of route reported as Griffin and Columbus R. P. O. (Table A*.)
11.08	6,936	6	6	July 1, 1889	32	
6.72	9,811	14	6	July 1, 1890	194	Connects at McNeill, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
8.57	5,365	6	4			
4.43	2,773	6	2	May 1, 1889	26	Connects Norfolk and Edenton R. P. O. by boat at Mackey's Ferry, N. C.
7.28	9,115	12	8	July 1, 1889	58	
13.37	8,370	6	4	July 1, 1887	35	Supplied by Antigo, Wis.; connects at that point with Ashland and Milwaukee, Wis., R. P. O.
25.40	55,626	21	40	July 1, 1890	1,541	Connects at Malvern, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
9.43	17,709	18	12	Feb. 17, 1890	143	Supplied by Malvern, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O.
8.51	13,310	13	6	July 1, 1888	75	
12.48	15,625	12	6	July 1, 1889	37	
22.30	55,839	24	34	July 1, 1889	176	
42.58	53,310	12	38	July 1, 1889	293	Supplied by initial and terminal offices and by Dubuque and Sioux City, Iowa, R. P. O. Connects at Cedar Rapids, Iowa, and with all lines centering there.
19.86	24,965	12	22	July 1, 1889	223	Supplied by initial and terminal offices and St. Albans and Boston R. P. O. at Manchester.
9.92	14,483	14	4	July 1, 1890	178	Connects at Manitou Junction (n. o.), Colo., with Denver, Colo., and Ft. Worth, Tex., R. P. O., and at Colorado Springs, Colo., with Denver and Aspen, Colo., R. P. O., Denver, Colo., and Ogden Utah, R. P. O., Colorado Springs and New Castle, Colo., R. P. O., St. Joseph, Mo., and Colorado Springs, Colo., R. P. O., and Colorado Springs and Manitou Springs, Colo., pouch service.
4.09	10,241	24	16	July 1, 1887	250	Connects Mankato, Minn., with Winona, Minn., and Watertown, S. Dak., R. P. O.
17.95	22,473	12	14	July 1, 1887	287	Supplied by Carroll, Manning, and Audubon, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Carroll and Kirkman, Iowa, pouch service. Connects at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
5.43	3,399	6	9	July 1, 1889	49	
3.90	48.83	12	20	July 1, 1889	94	
9.03	74,132	15	20	July 1, 1889	102	
6.38	11,982	18	27	July 1, 1889	618	Supplied by initial and terminal offices, and by Boston, Mass., Lynn and Clifton exchange. Lynn with Swampscott.
3.99	9,991	24	22	July 1, 1889	182	Initial and terminal offices exchanges, and Bangor and Boston R. P. O., and Boston via Salem, and with Lynn via Salem.
14.06	30,792	21	34	July 1, 1888	1,021	
12.97	9,468	7	4	July 1, 1890	100	Supplied by Helena, Mont., and St. Paul, Minn., and Helena, Mont., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Matawan Junction and Atlantic Highlands.	2	7066	Matawan, Atlantic Highlands, N. J.	Central R. R. of New Jersey.
Matawan Station (n. o.) and Freehold.	2	7043	Matawan Station (n. o.), Freehold, N. J.	Central R. R. of New Jersey.
Mauch Chunk and Tamaqua.	2	8100	Tamaqua, Mauch Chunk, Pa.	Central R. R. of New Jersey.
Maxton and Rowland, N. C.	3	13017	Maxton, Rowland, N. C.	Maxton, Alma and Rowland.
Maysville and Pittsfield, Ill.	6	23075	Maysville, Pittsfield, Ill.	Wabash
Mayville and Jamestown.	2	6135	Jamestown, Mayville, N. Y.	Chautauqua Lake
Meadow and Whitefield Junction (n. o.), N. H.	1	1018	Whitefield Junction (n. o.), Meadows, N. H.	Concord and Montreal R. R.
Meadville and Lineville.	2	8107	Meadville, Lineville, Pa.	Penna.
Means and Cadiz, Ohio.	5	21083	Means, Cadiz, Ohio.	Pittsburgh, Cincinnati and St. Louis.
Mears (n. o.) and Villa Grove, Colo.	7	38015	Mears (n. o.), Villa Grove, Colo.	Denver and Rio Grande
Mechanicsburgh and Dillsburgh.	2	8080	Mechanicsburgh, Dillsburgh, Pa.	Cumberland Valley
Mechanicsville and Reynolds.	2	6107	Mechanicsville, Reynolds, N. Y.	Boston, Hoosac Tun. and Western.
Medford and Boston, Mass.	1	3012	Boston, Medford, Mass.	Boston and Maine R. R.
Medford and Haddonfield.	2	7045	Haddonfield, Medford, N. J.	Camden and Atlantic
Melrose and Vernon, Conn.	1	5008	Vernon, Melrose, Conn.	New York and New England R. R.
Menominee, Mich., and Crivitz, Wis.	10	25057	Menominee, Mich., Crivitz, Wis.	Milwaukee and Northern...
Menominee and Red Cedar Junction (n. o.), Wis.	10	25053	Red Cedar Junction (n. o.), Menominee, Wis.	C., M. and St. P.
Meredith and Clare, Mich.	9	24044	Clare, Meredith, Mich.	Flint and Pere Marquette ..
Micanopy Junction (n. o.), Micanopy, Fla.	4	16017	Micanopy Junction (n. o.), Micanopy, Fla.	Fla. South. Ry.
Middleborough and Attleborough, Mass.	1	3043	Attleborough, Middleborough, Mass.	Old Colony R. R.
Middleborough and Fall River, Mass.	1	3039 (part)	South Braintree Junction (n. o.), Mass., Newport. R. I.	Old Colony R. R.
Middletown and Berlin Depot (n. o.), Conn.	1	5003	Middletown, Berlin Depot (n. o.), Conn.	New York, New Haven and Hartford R. R.
Midville and Swainsborough, Ga.	4	15053	Midville, Swainsborough...	Midville and Swain's R. R.
Milaca and Elk River, Minn.	10	26059	Elk River, Milaca, Minn.	St. P., M. and M.
Milford and Ashland, Mass.	1	3060	Milford, Ashland, Mass.	New York and New England R. R.
Milford and Bellingham, Mass.	1	3059	Milford, Bellingham, Mass.	New York and New England R. R.
Military Junction (n. o.), Fort Logan, Colo.	7	38040	Military Junction (n. o.), Fort Logan, Colo.	Denver and Rio Grande

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
11. 03	27, 619	24	35	July 1, 1889	Pounds. 173	
12. 72	30, 813	30	36	July 1, 1889	412	
18. 14	30, 311	18	30	July 1, 1889	309	
18. 34	10, 229	6	8	-----	-----	Connects Fayetteville and Bennettsville and Wilmington and Rutherford R. P. O's at Maxton, N. C.
6. 80	18, 443	26	6	July 1, 1887	304	Supplied by Bluffs, Ill., and Hannibal, Mo., and by Lafayette, Ind., and Quincy, Ill., R. P. O's.
25. 74	24, 170	9	24	July 1, 1889	210	
8. 50	5, 321	6	12	July 1, 1889	123	Supplied by Lancaster and Boston R. P. O., Meadows with Whitefield.
21. 21	44, 471	21	20	July 1, 1889	833	
8. 12	10, 166	12	12	July 1, 1888	941	
20. 16	12, 620	6	10	July 1, 1890	193	Trains are run from Salida, Colo., where they connect with Denver and Aspen, Colo., R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.
8. 80	12, 773	15	14	July 1, 1889	281	
14. 75	5, 947	12	4	July 1, 1889	18	Fifteen times per week between Saratoga Junction and Mechanicsville; six times per week over entire route.
5. 22	16, 653	30	32	July 1, 1889	317	Supplied by initial and terminal offices, Boston with Glenwood, Medford with Boston, Springfield, and New York R. P. O. via Boston.
11. 89	15, 011	12	16	July 1, 1889	162	
12. 15	16, 464	12	22	July 1, 1889	163	Springfield and Hartford R. P. O. and Boston and Hopewell Junction R. P. O's, exchanges with Ellington and Rockville, Hartford with Vernon Centre and Rockville.
22. 96	31, 134	13	20	July 1, 1887	141	Supplied by initial and terminal offices, and by Iron Mountain, Mich., and Milwaukee, Wis., R. P. O. Connects at Menominee, Mich., with Ishpeming, Mich., and Chicago, Ill., R. P. O.
16. 38	10, 354	6	12	July 1, 1887	303	Supplied by Menominee, Wis., and by Eau Claire, Wis., and Wabasha, Minn., R. P. O. Connects at Menominee, Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.
32. 06	40, 139	12	24	July 1, 1888	154	At Clair, Mich., connects the Ludington and Toledo, Manistee, and East Saginaw and Copenish and Toledo R. P. O's.
3. 86	4, 827	12	4	July 1, 1888	86	
22. 06	20, 714	12	58	July 1, 1889	145	Supplied by initial and terminal offices. At Attleborough, with Boston, Providence, and New York R. P. O.; at Middleborough, with Boston and Cape Cod R. P. O's.
19. 79	24, 878	12	49	July 1, 1889	3, 310	Balance of route (41.56 miles) covered by R. P. O. service. (See Table A.) Connects at Middleborough with Boston and Cape Cod R. P. O's; at Fall River with Boston and Newport R. P. O.
11. 26	23, 195	24	35	July 1, 1889	290	Supplied by Boston, Springfield and New York R. P. O's and Boston, Providence and New York R. P. O.
18. 42	11, 594	6	8	July 1, 1888	93	
33. 12	31, 190	9	10	July 1, 1888	93	Supplied by initial and terminal offices. Connects at Milaca, Minn., with Hinckley and St. Cloud, Minn., pouch service, and at Elk River, Minn., with St. Paul, Minn., and Helena, Mont., R. P. O.
12. 00	15, 024	12	24	July 1, 1889	114	Supplied by initial and terminal offices. At Ashland with Boston, Springfield and New York R. P. O., Hayden Row with Ashland.
4. 74	5, 934	12	14	July 1, 1889	112	Connects at Franklin with Boston and Hopewell Junction R. P. O's.
1. 50	2, 178	14	4	July 1, 1890	91	Trains are run from Denver, Colo., to Fort Logan; service commenced July 3, 1889.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Millbury Junction (n. o.) and Millbury, Mass.	1	8026	Millbury Junction (n. o.), Millbury, Mass.	Boston and Albany R. R. ...
Millstadt and Millstadt Junction.	6	23100	Millstadt Junction (n. o.), Millstadt, Ill.	Mobile and Ohio
Milroy and Lewistown Junction.	2	8049	Lewistown Junction, Milroy, Pa.	Penna.
Milton Junction and Janesville, Wis.	10	25004 (part)	Milton Junction, Shullburg, Wis.	C., M. and St. P.
Milwaukee and Rugby Junction (n. o.), Wis.	10	25017 (part)	Milwaukee, Ashland, Wis...	Northern Pacific.....
Milwaukee Junction (n. o.) and West Detroit, Mich.	9	24062	Milwaukee Junction (n. o.), West Detroit, Mich.	Grand Trunk.....
Mineola and Hempstead	2	6111	Mineola, Hempstead, N. Y. ..	Long Island
Mineral Point and Potosi, Mo.	7	28049	Mineral Point, Potosi, Mo...	St. Louis, Iron Mountain and Southern.
Minneapolis and Mendota, Minn.	10	26044	Mendota, Minneapolis, Minn.	C., M. and St. P.
Minocqua and Tomahawk, Wis.	10	25031 (part)	Tomah, Minocqua, Wis.	C. M. and St. P.
Missaukee Junction (n. o.) and Jennings, Mich.	9	24050	Missaukee Junction (n. o.), Jennings, Mich.	Grand Rapids and Indiana..
Moffat, (n. o.) and Troy, Tenn.	5	19028	Moffat (n. o.), Troy, Tenn.	Troy and Tiptonville
Moncure and Pittsborough, N. C.	3	13029	Moncure, Pittsborough, N. C.	Pittsborough
Monico and Rhineland, Wis.	10	25045	Monico, Rhineland, Wis...	Mil., L. S. and Western....
Monmouth Junction and Rocky Hill, N. J.	2	7011	Rocky Hill, N. J., Monmouth Junction, N. J.	Penna.
Monroe Station and Barclay ..	2	8069 (part)	Towanda, Barclay, Pa.	Towanda Coal Co.
Monson and Monson Junction (n. o.), Me.	1	23	Monson Junction (n. o.), Monson, Me.	Monson R. R.
Mont Clair and Newark	2	7027	Newark, Mont Clair, N. J. ...	Del., Lacka. and Western..
Montello and Packwaukee, Wis.	10	25071	Packwaukee, Montello, Wis.	Northern Pacific.....
Monticello and Drifton, Fla.	4	16022	Lake City, River Junc., Fla.	Fla. Cent. and Pen. R. R.
Monticello and Port Jervis....	2	6078	Port Jervis, Monticello, N. Y.	Port Jervis, Monticello....
Montour Junction and Imperial.	2	8127	Montour Junction, Imperial, Pa.	Montour.....
Montpelier Junction (n. o.) and Williamstown, Vt.	1	2017	Montpelier Junction (n. o.), Williamstown, Vt.	Central Vermont R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds</i>	
3.35	4,069	12	10	July 1, 1889	78	Millbury with Boston and Albany R. P. O., Boston with Millbury.
7.00	8,784	12	4	July 1, 1889	73	Supplied by St. Louis, Mo., and Jackson, Tenn., R. P. O.
12.46	15,600	12	16	July 1, 1889	146	
7.91	24,758	30	20	July 1, 1887	981	¹ Balance of route covered by Gratiot and Shullsburg, Wis., pouch service, and by Rockford, Ill., and Mineral Point, Wis., R. P. O. (See Table A.) Connects Janesville, Wis., and Rockford, Ill., and Mineral Point, Wis., R. P. O. with Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
26.71	55,717	20	14	July 1, 1887	1,669	¹ Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., and Ashland and Abbottsford, Wis., R. P. O's. (See Table A.) Connects at Milwaukee, Wis., with all lines centering at that city; at Rugby Junction (n.o.) Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O's.
4.64	14,523	30	12	July 1, 1888	76	At Milwaukee Junction (n.o.), Mich., connects Detroit and Grand Haven, and Fort Gratiot and Detroit R. P. O's. At West Detroit, Mich., connects Bay City, Wayne, and Detroit, Big Rapids and Detroit, Detroit and Chicago, Detroit, Three Rivers, and Chicago, Detroit and Grand Rapids, Detroit and Toledo, Howard City and Detroit, and Mackinaw City and Detroit R. P. O's.
2.43	2,149	6	2	July 1, 1889	188	
4.48	8,320	18	8	July 1, 1887	166	Connects at Mineral Point, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Tomarkans, Ark., R. P. O.
9.06	7,052	7	6	July 1, 1887	504	Supplied by Minneapolis and St. Paul, Minn. Connects at Mendota, Minn., with St. Paul, Minn., and Calmar, Iowa, R. P. O., and at Minneapolis, Minn., with all lines centering there.
31.86	22,776	7	8	Aug. 3, 1888	702	Balance of route covered by Tomahawk and Tomah, Wis., R. P. O. (See Table A.). Supplied by initial and terminal offices, and by Tomahawk and Tomah, Wis., R. P. O.
8.04	10,066	12	4	July 1, 1888	27	At Missaukee Junction connects the Cadillac and Fort Wayne and Mackinaw City and Fort Wayne R. P. O's.
4.70	8,704	12	10	July 1, 1889	132	Prior to June 15, 1890, 18 round trips per week over entire route; commencing that date 12 round trips.
12.31	7,706	6	6	July 1, 1888	102	Connects Raleigh and Gibson's Station R. P. O. at Moncure, N. C.
14.64	18,329	12	6	July 1, 1887	101	Connects Ashland and Milwaukee, Wis., R. P. O. with Rhinelander, Wis. Connects at Rhinelander, Wis., with Sault de Ste. Marie, Mich., and Minneapolis, Minn., R. P. O.
6.82	8,539	12	14	July 1, 1889	115	
21.65	7,298	6	4	July 1, 1889	86	¹ Balance of route covered by Towanda and Bernice R. P. O. (See Table A.).
6.26	7,787	12	4	July 1, 1889	72	Monson exchanges with Greenville and Bangor R. P. O.
6.60	22,025	24	40	July 1, 1889	515	¹ Including 11 sacks.
7.01	8,776	12	4	Jan. 1, 1890	124	Supplied by Stevens Point and Portage, Wis., R. P. O.
4	4,992	7	4			
24.56	30,458	24	40	July 1, 1889	327	¹ Including 1 sack.
11	13,772	12	12	July 1, 1889	154	
15.08	28,326	18	12	July 1, 1889	434	Supplied by initial and terminal offices and St. Albans and Boston R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Montrose and Ouray, Colo.....	7	38037	Montrose, Ouray, Colo.....	Denver and Rio Grande.....
Mooers and West Chazey.....	2	6026 (part)	Albany, Mooers, N. Y.....	Del. and Hud. Canal Co.....
Morganfield and Uniontown, Ky.....	5	20035	Morganfield, Uniontown, Ky.....	Ohio Valley.....
Morgan Junction and Cumberland, Ohio.....	5	21048	Morgan Junction, Cumberland, Ohio.....	Cincinnati, Wheeling and New York.....
Morris and Brown's Valley, Minn.....	10	26034	Morris, Brown's Valley, Minn.....	St. P., M. and M.....
Morris Run and Blossburgh, Moscow, Idaho, and Colfax, Wash.....	2 8	8136 43006 (part)	Blossburgh, Morris Run, Pa. Moscow, Idaho, Colfax, Wash.....	Fall Brook Coal Co..... Oreg. Short Line and Utah Northern Rwy Co.
Mount Carmel and Alaska.....	2	8088	Alaska, Mount Carmel, Pa.....	Philadelphia and Reading.....
Mount Gilead and Edison, Ohio.....	5	21072	Edison, Mount Gilead, Ohio.....	Cleveland, Cincinnati, Chicago and St. Louis.....
Mount Healthy and College Hill Junction, Ohio.....	5	21050	College Hill Junction, Mount Healthy, Ohio.....	Cincinnati and Northwestern.....
Mount Jewett and Kane.....	2	8086 (part)	Mount Jewett, Callery, Pa.....	Pittsburgh and Western.....
Mount Pleasant and Bradford.....	2	8141	Bradford, Mount Pleasant, Pa.....	Baltimore and Ohio.....
Mount Pleasant and Scottdale Junction.....	2	8185	Scottdale Junction, Mount Pleasant, Pa.....	Pennsylvania.....
Mount Union and Robertsdale.....	2	8085	Mount Union, Pa., Robertsdale, Pa.....	East Broad Top.....
Mount Zion and Keosauqua, Iowa.....	6	27062	Mount Zion, Keosauqua, Iowa.....	Chicago, Rock Island and Pacific.....
Mullen and Wallace, Idaho.....	8	42005	Mullen, Wallace, Idaho.....	Oreg. Short Line and Utah Rwy. Co.
Nantucket and Siasconsett, Mass.....	1	3042	Nantucket, Siasconsett, Mass.....	Nantucket R. R.....
Narenta (n. o.) and Metropolitan, Mich.....	10	24058	Narenta (n. o.), Metropolitan, Mich.....	Chic. and Nor. West.....
Natchitoches and Cypress, La.....	11	30017	Cypress, Natchitoches, La.....	Natchitoches Louisiana R. R.....
Navasota and Somerville (n. o.), Tex.....	11	31050	Navasota, Somerville (n. o.), Tex.....	Gulf, Colorado and Santa Fe.....
Necedah and Necedah Junction (n. o.), Wis.....	10	25062	Necedah Junction (n. o.), Necedah, Wis.....	Chic. and Nor. West.....
Necedah and New Lisbon, Wis.....	10	25022	New Lisbon, Necedah, Wis.....	C., M. and St. P.....
Neelysville and Doniphan, Mo.....	7	28035	Neelysville, Doniphan, Mo.....	St. Louis, Iron Mountain and Southern.....
Neillsville and Merrillon, Wis.....	10	25037	Merrillon, Neillsville, Wis.....	C., St. P., M. and O.....
Nephi and Moroni, Utah.....	8	41010	Nephi, Moroni, Utah.....	San Pete Valley R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
24.36	22,980	17	26	July 1, 1890	<i>Pounds</i> 666	Connects at Montrose, Colo., with Denver, Colo., and Ogden, Utah, R. P. O.; also, supplied by Denver and Aspen, Colo., R. P. O., from Salida, Colo.
11.75	14,711	12	24	July 1, 1889	210	¹ 6 round trips per week from July 1, 1889, to June 14, 1890.
6.41	8,025	12	8	July 1, 1888	83	¹ Balance of route covered by Rouse's Point and Albany R. P. O. (See Table A*.)
17.70	11,080	6	18	July 1, 1888	90	
47.23	29,565	6	26	July 1, 1887	237	Supplied by initial and terminal offices, and by Boundary Line (n.o.), N. Dak., and St. Paul, Minn., R. P. O. Connects at Morris, Minn., with Brainerd and Morris, Minn., R. P. O., and at Graceville, Minn., with Fargo, N. Dak., and Ortonville, Minn., R. P. O.
3.79	2,373	6	4	July 1, 1889	59	
27.80	40,588	14	12	July 1, 1890	859	La Crosse Junction to Connell closed-pouch service. Balance of route covered by Spokane Falls, Wash., and Pendleton, Oregon, R. P. O., and connects at Oolfax.
1.96	4,908	24	10	July 1, 1889	109	
2.38	4,470	18	10	July 1, 1888	248	
7.07	8,852	12	8	July 1, 1888	100	
12.24	15,324	12	12	July 1, 1889	573	¹ Balance of route covered by Kane and Pittsburgh, R. P. O. (See Table A*.)
10.42	6,523	6	20	July 1, 1889	133	
5.65	8,842	15	30			
80.12	47,153	15	35	July 1, 1889	234	
4.97	6,222	12	8	July 1, 1887	114	Supplied by Mt. Zion, Iowa, and by Des Moines and by Keokuk, Iowa, R. P. O.
7.17	4,468	6	4	.....	.....	Connects at Wallace with the Burke, Idaho, and Spokane Falls, Wash., R. P. O.
11.52	4,608	12	10	July 1, 1889	190	Summer only, from June 1 to Sept. 30, 104 days.
34.90	21,847	6	22	July 1, 1888	76	Supplied by Escanaba, Mich., and Ishpeming, Mich., and Chicago, Ill., R. P. O.
11.62	16,965	14	8	July 1, 1890	284	Connects at Cypress, La., with New Orleans, La., and Marshall, Tex., R. P. O.
26.98	7,436	7	10	July 1, 1890	69	Formerly a part of Conroe and Somerville (n.o.), Tex., R. P. O. February 12, 1890, R. P. O. service discontinued on this portion of line. Connects at Somerville (n.o.), Tex., with Newton, Kans., and Galveston, Tex., R. P. O. and at Navasota, Tex., with Conroe and Navasota, Tex., R. P. O.
16.48	24,061	14	4	July 1, 1887	25	Supplied by Necedah, Wis., and by St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Necedah and New Lisbon, Wis., pouch service.
13.09	24,583	18	10	July 1, 1887	2,000	Supplied by New Lisbon, Wis., and by Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Necedah, Wis., with Necedah and Necedah Jct. (n.o.), Wis., pouch service.
20.04	12,545	6	20	July 1, 1887	207	Connects at Neelysville, Mo., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
15.48	22,528	14	10	July 1, 1887	215	Supplied by Merrillon, Wis., and St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Merrillon, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
27.16	17,002	6	12	July 1, 1890	503	Connects at Nephi with Salt Lake and Juab R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Neesen City and Manistee, Mich.	9	24084	Manistee, Neesen City, Mich.	Manistee and Northeastern.
Nestoria, Mich., and Iron River, Wis.	10	24081	Nestoria, Mich., Iron River, Wis.	Dul. So. Shore and At.
Nevada City and Colfax, Cal.	8	48019	Nevada City, Colfax, Cal.	Nevada Co. and Narrow Gauge R. R.
Newark and Columbus, Ohio.	5	21001 (part)	Bellaire, Columbus, Ohio.	Baltimore and Ohio.
Newark and Delaware City, Del.	2	9507	Newark, Delaware City, Del.	Phila., Wilm. and Balt.
New Bedford and Fall River, Mass.	1	3054	New Bedford, Fall River, Mass.	Old Colony R. R.
Newbern and Grafton, Ill.	6	23083 (part)	Springfield, Grafton, Ill.	St. Louis, Alton and Springfield.
New Britain and Berlin Junction (n. o.), Conn.	1	5002	New Britain, Berlin Junction (n. o.), Conn.	New York, New Haven and Hartford R. R.
New Brunswick and East Millstone, N. J.	2	7010	East Millstone, N. J., New Brunswick, N. J.	Pennsylvania.
Newburgh and Evansville, Ind.	5	22060	Evansville, Newburgh, Ind.	Evansville, Suburban and Newburgh.
Newburgh and Greycourt, N. Y.	2	6004	Newburgh, Greycourt, N. Y.	N. Y., L. E. and Western.
Newburgh and State Centre, Iowa.	6	27068	Newburgh, State Centre, Iowa.	Iowa Central.
Newburgh Junction and Vail's Gate Junction, N. Y.	2	6074	Vail's Gate Junction, N. Y., Newburgh Junction, N. Y.	N. Y., L. E. and Western.
New Canaan and Stamford, Conn.	1	5009	New Canaan, Stamford, Conn.	New York, New Haven and Hartford R. R.
New Castle and New Castle Junction (n. o.), Pa.	5	8125 (part.)	Allegheny, New Castle, Pa.	Pittsburgh and Western.
New Castle and New Castle Junction (n. o.), Pa.	5	8156	New Castle Junction (n. o.), New Castle, Pa.	Pittsburgh and Lake Erie.
New City and Nanuet Junction, N. Y.	2	6104	New City, Nanuet Junction, N. Y.	New Jersey and New York.
Newfield and Atlantic City, N. J.	2	7019	Newfield, Atlantic City, N. J.	West Jersey.
New Glarus and Brodhead, Wis.	10	25044	Brodhead, New Glarus, Wis.	C., M. and St. P.
New Iberia and Avery, La.	11	30022	New Iberia, Avery, La.	Morgan's Louisiana and Texas (So. Pac.).
New Madrid and Paw Paw (n. o.), Mo.	7	28052	Paw Paw (n. o.), New Madrid, Mo.	St. Louis, Arkansas, and Texas (in Arkansas and Missouri).
New Orleans and Covington, La.	4	30014	New Orleans, Covington, La.	East Louisiana R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
25.65	31,651	12	46	Mar. 24, 1899	<i>Pounds.</i> 231	At Manistee, Mich., connects the Manistee and East Saginaw R. P. O. At Copemish, Mich., connects the Copemish and Toledo R. P. O. and Frankfort and Southeastern R. R. The original service on this route was from Manistee to Onkama, Mich. (12.76 miles). By order of November 8, 1889, the service was extended, via Chief and Yates, to Copemish, Mich., increasing distance 21.98 miles, commencing December 2, 1889. Order March 15, 1890, again extended this service from Copemish to Nessen City, Mich., increasing distance 3.71 miles, commencing March 24, 1890.
167.24	122,168	7	62	July 1, 1899	149	Supplied by initial and terminal offices, Duluth, Minn., and Mackinaw City and Houghton, Mich. R. P. O. Connects at Iron River, Wis., with Ashland, Wis., and Duluth, Minn., pouch service, and at Saxon, Wis. with Ashland and Milwaukee, Wis., R. P. O.
22.77	33,244	14	16	July 1, 1899	770	Connects at Colfax with Ogden, Utah, and San Francisco, Cal., R. P. O.
23.10	43,346	14	24	July 1, 1898	9,264	¹ Balance of route (103.82 miles) covered by Grafton and Chicago R. P. O. (See table A ⁴).
12.76	27,997	21	12	July 1, 1899	122	
14.90	27,982	18	7	July 1, 1899	65	New Bedford exchanges with Fall River.
9	5,624	6	8	July 1, 1887	272	Supplied by Alton, Ill., and by Springfield and Alton, Ill., R. P. O. ² Balance of route (76.36 miles) covered by Springfield and Alton, Ill., R. P. O.
8	8,451	27	10	July 1, 1899	325	New Britain exchanges with Boston, Springfield, and New York R. P. O.'s.
8.49	10,029	12	15	July 1, 1899	120	
10.11	12,068	12	24	July 1, 1899	106	New service established July 1, 1892.
19	3,965	26	44	July 1, 1899	1,171	
27	16,902	6	18	July 1, 1887	73	Supplied by Grinnell and by State Centre, Iowa. Connects at Newburgh, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O.; at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and at State Centre, Iowa, with Cedar Rapids and Council Bluffs, Iowa, R. P. O.
12.00	31,550	24	40	July 1, 1899	3,256	
7.65	14,367	24	22	July 1, 1899	336	Supplied by Boston, Springfield and New York R. P. O.'s, and Boston, Providence and New York R. P. O.
2.90	3,631	12	6	July 1, 1899	1,229	² Balance of route (68.41 miles) covered by Pittsburgh and Akron R. P. O. (See Table A ⁴ .)
2.40	3,254	13	6	July 1, 1899	525	
4.59	5,746	12	16	July 1, 1899	58	
24.58	64,941	18	40	July 1, 1899	156	
22.90	28,671	12	23	July 1, 1888	169	Supplied by initial and terminal offices, and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Monticello, Wis., with Madison, Wis., and Freeport, Ill., R. P. O.
16.05	7,238	7	4	July 1, 1899	25	Connects at New Iberia, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.96	5,081	7	4	July 1, 1887	283	Connects at New Madrid, Mo., with Cairo, Ill., and Elmot, Ark., R. P. O., river line; and at Paw Paw (n. o.), Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O.
53.59	43,425	7	18	July 1, 1899	209	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Newport News and Fortress Monroe, Va.	8	11031	Newport News, Fortress Monroe, Va.	Chesapeake and Ohio.
New Rochelle, N. Y., and Jersey City, N. J.	2	6109	New Rochelle, N. Y., Jersey City, N. J.	New York, New Haven and Hartford.
New Salisbury and Corydon, Ind.	5	22035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Corydon.
New Sharon and Newton, Iowa	6	27091	New Sharon, Newton, Iowa.	Iowa Central
Newton Junction, N. H., and Merrimac, Mass.	1	3015	Newton Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.
Newton and Monroe, Iowa....	6	27036	Newton, Monroe, Iowa.....	Chicago, Rock Isl'd and Pacific.
Newtown and Philadelphia, Pa.	2	8117	Philadelphia, Newtown, Pa.	Phila., Newtown and N. Y. ...
Niles and Alliance, Ohio	5	21986	Alliance, Niles, Ohio	Pennsylvania Company
Niles and San José, Cal.....	8	48029	Niles, San José, Cal.....	Southern Pacific Co
Niles, Mich., and South Bend, Ind.	9	24012	Niles, Mich., South Bend, Ind.	Michigan Central.....
Norfolk and Virginia Beach, Va.	8	11035	Norfolk, Virginia Beach, Va.	Norfolk and Virginia Beach.
Norristown and Philadelphia, Pa.	2	8005	Philadelphia, Norristown, Pa.	Phila. and Reading
North Abington and Hanover, Mass.	1	3076	North Abington, Hanover, Mass.	Old Colony R. R.
North Attleborough and Attleborough, Mass.	1	3061	Attleborough, North Attleborough, Mass.	Old Colony R. R.
North Bennington and Bennington, Vt.	1	2015 (part)	Rutland, Bennington, Vt....	Bennington and Rutland Rwy.
North Billerica and Somerville Station (n. o.), Mass.	1	3019	Somerville Station (n. o.), North Billerica, Mass.	Boston and Maine R. R. (Lowell system).
North Brookfield and East Brookfield, Mass.	1	3031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. R....
North Clarendon and Cherry Grove, Pa.	3	8148	North Clarendon, Cherry Grove, Pa.	Warren and Farnsworth Valley.
North Grafton and West Upton, Mass.	1	3034	North Grafton, Grafton, Mass.	Boston and Albany R. R....
North Woodstock and Plymouth, N. H.	1	1022	Plymouth, North Woodstock, N. H.	Concord and Montreal R. R.
Norton's Mills and Island Pond, Vt.	1	7 (part)	Portland, Me., Island Pond, Vt.	Grand Trunk R. R.
Nutt (n. o.) and Lake Valley, N. Mex.	7	39008	Nutt Station (n. o.), Lake Valley, N. Mex.	Atchison, Topeka and Santa Fé.
Ocean City and Berlin, Md	2	16009 (part)	Salisbury, Ocean City, Md..	Wicomico and Pocomoke...

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
10.05	15,574	18	16	July 1, 1886	<i>Pounds.</i> 577	Connects Norfolk, Newport News, and Richmond R. P. O. at Newport News, Va., and Cape Charles and Norfolk R. P. O. at Fortress Monroe, Va.
24.13	46,320	25	200	July 1, 1886	374	¹ Including sacks.
2.57	10,736	12	8	July 1, 1886	215	
23.90	21,034	6	28	July 1, 1887	154	Supplied by initial and terminal offices, and by Austin, Minn., and Ottumwa, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
4.85	16,188	31	12	July 1, 1886	204	Portland and Boston R. P. O., exchange with Newton and Merrimac; Boston with Merrimac.
12.13	22,660	12	14	July 1, 1887	194	Supplied by initial and terminal offices. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton, Iowa, pouch-service. Connects at Monroe, Iowa, with Des Moines and Keokuk, Iowa, R. P. O.
23.30	56,343	24	150	July 1, 1886	323	¹ Including sacks.
27.96	31,236	12	26	July 1, 1886	191	¹ Commencing January 25, 1890, Pittsburgh and Chicago R. P. O. performed service one way each day except Sunday, Alliance to Niles, Ohio.
13.61	62,406	27	34	July 1, 1890	365	Including sacks. Connects at Niles with Sacramento and San Francisco R. P. O. Supplied also by San Francisco and Oakland.
12.12	22,761	16	10	July 1, 1888	93	At Niles, Mich., connects Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's. At South Bend, Ind., connects Fort Gratiot and Chicago, New York and Chicago, and South Bend and Terre Haute R. P. O's.
12.96	26,497	13	12	July 1, 1886	112	Supplied by closed pouches from Norfolk, Va.
16.19	94,568	55	57	July 1, 1886	1,486	Including sacks.
7.81	9,778	12	28	July 1, 1886	201	Supplied by Boston and Plymouth R. P. O. and Boston, Mass.
4.02	15,090	36	42	July 1, 1886	500	Supplied by initial and terminal offices and Boston and Providence R. P. O., Boston, Providence, and New York R. P. O., and Boston, Mass.
5.07	15,366	30	36	July 1, 1886	2,800	Balance of route (52.75 miles) covered by R. P. O. service. (See Table A*.) Supplied by St. Albans, and Troy, Rutland, Bennington, and Troy, Essex Junction, and Boston R. P. O's.
19.53	24,439	12	47	July 1, 1886	366	Supplied by Boston, Mass., 6 times per week outward, and 12 times per week inward, between Somerville Station (n. o.) and Bedford, Lexington, East Lexington, and Arlington; Billerica with North Billerica.
4.53	8,507	24	16	July 1, 1886	248	Supplied by initial and terminal offices and Boston and Albany R. P. O.
10.47	12,108	12	4	July 1, 1886	68	
7.87	14,779	18	30	July 1, 1886	195	Supplied by initial and terminal offices and Boston, Springfield, and New York R. P. O's, and Boston and Albany R. P. O.
21.60	18,146	6	28	July 1, 1886	155	Supplied by Lancaster and Boston R. P. O. and initial and terminal offices.
16.53	20,445	12	16	July 1, 1886	2,463	Balance of route (149.71 miles) covered by Portland and Island Pond R. P. O. (see Table A*); supplied by Newport and Springfield R. P. O., Montreal and Canadian R. P. O.
13.25	19,345	14	4	July 1, 1890	278	Connects at Nutt Station (n. o.), N. Mex., with Rincon and Silver City, N. Mex., R. P. O.
17.19	4,561	6	2	July 1, 1886	185	¹ Balance of route covered by Berlin and Salisbury R. P. O. (See Table A*.)

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
O'Fallon and Belleville, Ill.	6	23031	Belleville, O'Fallon, Ill.	Louisville and Nashville.
Ogdensburgh and De Kalb Junction, N. Y.	2	6036	Rome, Ogdensburgh, N. Y. ..	Rome, Ogd. and Wat.
Olcott and Iuka, Kans.	7	33081	Olcott, Iuka, Kans.	Kansas Southwestern.
Olean, N. Y., and Bradford, Pa.	2	8121	Bradford, Pa., Olean, N. Y. ..	West N. Y. and Penna.
Olympia and Tenino, Wash.	8	43003	Olympia, Tenino, Wash.	Olympia and Chehalis Valley R. R.
Ontonagon and Sidnaw, Mich.	10	24088	Sidnaw, Ontonagon, Mich. ..	Ontonagon and Brule River.
Orange and Gordonsville, Va.	2	11025	Orange, Gordonsville, Va.	Richmond and Danville.
Orangeville Junction (n. o.) and Sparrow's Point, Md.	2	10029	Orangeville Junction (n. o.) and Sparrow's Point, Md.	Northern Central.
Orleans and French Lick, Ind.	5	22051	Orleans, French Lick, Ind. ..	Orleans, West Baden and French Lick Springs.
Oroville and Marysville, Cal.	8	46009	Marysville, Oroville, Cal.	Southern Pacific Co.
Oronogo and Joplin, Mo.	7	23054 (part)	Oronogo, Mo., Galena, Kans.	St. Louis and San Francisco.
Osceola Mills and Belsens Mills, Pa.	2	8099	Osceola Mills, Rainey, Pa. ..	Penna.
Oskaloosa and Albia, Iowa	6	27010 (part)	Albia, Mason City, Iowa	Iowa Central.
Owensborough and Fordsville, Ky.	5	20042	Owensborough, Fordsville, Ky.	Owensborough Falls of Rough and Green River R. R.
Oxford and Peter's Creek, Pa.	2	8094	Oxford, Peter's Creek, Pa.	Peach Bottom.
Oyster Bay and Mineola, N. Y.	2	6044	Oyster Bay, Mineola, N. Y. ..	Long Island R. R.
Palatka and Daytona, Fla.	4	16031	Palatka, Daytona.	Jack. St. Aug. and Hal. Riv. R. R.
Palisade and Eureka, Nev.	8	45002	Palisade, Eureka, Nev.	Eureka and Palisade R. R. ..
Palmer and Winchendon, Mass.	1	3030	Palmer, Winchendon, Mass.	Boston and Albany R. R.
Palmyra Junction (n. o.) and Hannibal, Mo.	7	28050	Palmyra, Hannibal, Mo.	Hannibal and St. Joseph.
Pan Handle and Washburn, Tex.	11	21006	Pan Handle, Washburn, Tex.	Fort Worth and Denver City.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
6.80	4,257	6	4	July 1, 1887	Pounds. 58	Supplied by Belleville, Ill., and by Cincinnati, Ohio, and St. Louis, Mo., R. P. O. Connects at Belleville, Ill., with all lines centering there.
19.55	36,715	18	16	July 1, 1889	3,507	¹ Balance of route covered by Norwood and Rome R. P. O. (See Table A*.)
20.29	14,812	7	16	July 1, 1890	140	Connects at Olcott, Kans., with Winfield and Larned, Kans., R. P. O., and at Preston, Kans., with Herington and Dodge City, Kans., R. P. O., and Herington and Liberal, Kans., R. P. O.
21.72	40,790	18	26	July 1, 1889	132	Including sacks. Connects at Tenoio with Spokane Falls, Wash., and Portland, Oreg., R. P. O.
15.84	23,126	14	14	July 1, 1890	1,183	Supplied by Ontonagon, Mich., and Mackinaw City and Houghton, Mich., R. P. O. Connects at Sidsnaw, Mich., with Neshota, Mich., and Iron River, Wis., pouch service.
46.26	14,433	3	14	.....	.....	Connects Fredericksburgh and Orange and Washington and Charlotte R. P. O.'s at Orange, Va., and Richmond and Hinton R. P. O. at Gordonsville, Va.
9.31	15,540	16	23	July 1, 1889	310	Supplied by closed pouches from Baltimore, Md.
8.14	15,287	18	6	.....	.....	During summer months, from June 10 to October 15, 6 additional round trips per week over entire route.
18.76	15,833	6	24	July 1, 1888	146	Connects at Marysville with Portland, Oreg., and San Francisco, Cal., R. P. O.
27.50	10,076	7	10	July 1, 1890	314	Connects at Oronogo, Mo., with St. Louis, Mo., and Burrton, Kans., R. P. O.; at Webb City, Mo., with Ft. Scott, Kans., and Webb City, Mo., R. P. O., and Kansas City and Joplin, Mo., R. P. O.; at Joplin, Mo., with Ft. Scott, Kans., and Webb City, Mo., R. P. O., Kansas City and Joplin, Mo., R. P. O., Girard and Galena, Kans., R. P. O., and Joplin and Splitlog, Mo., pouch service.
10.16	17,008	²¹ 14	14	July 1, 1887	681	¹⁹ 28 miles of route: 28054, between Joplin, Mo., and Galena, Kans., covered by Girard and Galena, Kans., R. P. O. (See Table A*.) ²¹ 14 round trips per week from July 1, 1889, to March 15, 1890.
17.38	27,200	15	24	July 1, 1889	206	
24.05	30,110	12	18	July 1, 1887	1,652	¹ Balance of route (146.10 miles) covered by Austin, Minn., and Ottumwa, Iowa, R. P. O. (See Table A*.) Supplied by initial and terminal offices and by Austin, Minn., and Ottumwa, Iowa, R. P. O. Connects at Oskaloosa, Iowa, with Washington and Knoxville, Iowa, R. P. O., and at Albia, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O.
26.78	8,302	6	16	Jan. 1, 1890	101	New service established January 1, 1890.
20.23	12,664	6	20	.....	.....
14.61	27,438	18	44	July 1, 1889	238	¹ Including sacks.
54.24	33,945	6	10	Mar. 17, 1887	170	
90.88	28,303	3	14	July 1, 1890	471	Including sacks. Connects at Palisade with Ogden, Utah, and San Francisco, Cal., R. P. O. Mail carried by stage alternate days.
50.19	62,838	12	40	July 1, 1889	187	Connects at Palmer with Boston and Albany R. P. O.'s, and Boston, Springfield, and New York R. P. O.'s.
15.58	32,500	20	22	July 1, 1887	619	Makes Hannibal, Mo., connections and connects at Palmyra, Mo., with Chicago, Ill., and Kansas City, Mo., R. P. O.
16.18	11,811	7	10	July 1, 1889	110	Connects at Pan Handle, Tex., with Kiowa, Kans., and Pan Handle, Tex., R. P. O.; at Washburn, Tex., with Denver, Colo., and Fort Worth, Tex., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Pond Creek Junction and Sandy Run, Pa.	2	8186	Pond Creek Junction, Sandy Run, Pa.	Central R. R. of New Jersey.
Port Huron and Almont, Mich.	9	24060	Port Huron, Almont, Mich..	Flint and Pere Marquette ..
Port Norris and Bivale, N. J. .	2	7033	Bridgeton, Bivale, N. J.	Central R. R. of New Jersey.
Pottersville and White House Station, N. J.	2	(part) 7067	Pottersville, White House Station, N. J.	Rockaway Valley.....
Prairie du Chien, Wis., and North McGregor, Iowa.	10	250C1	Milwaukee, Wis., North McGregor, Iowa.	C., M. and St. P.
Prairie du Sac and Mazo Manie, Wis.	10	25039	Mazo Manie, Prairie du Sac, Wis.	C., M. and St. P.
Pratt's Junction and Harrison, Wis.	10	25068	Pratt's Junction, Harrison, Wis.	Mil., L. S. and West.....
Prattsburgh and Kanona, N. Y.	2	6142	Prattsburgh, Kanona, N. Y.	Kanona and Prattsburgh ...
Pratt's Junction and Sterling Junction, Mass.	1	3047	Sterling Junction, Pratt's Junction, Mass.	Old Colony R. R.
Princeton Junction and Princeton, N. J.	2	7053	Princeton Junction, Princeton, N. J.	Penna.
Providence and Bristol, R. I. .	1	4004	Providence, Bristol, R. I.	Old Colony R. R.
Punxsutawney and Horatio, Pa.	2	8165	Irvona, Horatio, Pa.	Penna. and No. Western
Punxsutawney and Walston, Pa.	2	6127	Bradford, Walston, Pa.	Buff., Roch. and Punx.....
Pymatuning, Pa., and Leavittsburgh, Ohio.	2	(part) 21034	Salamaca, N. Y., Dayton, Ohio.	N. Y., L. E. and Western....
Quenemo and Osage City, Kans.	7	(part) 33055	Quenemo, Osage City, Kans.	Atchison, Topeka and Santa F ^e .
Rahway and Perth Amboy, N. J.	2	7038	Rahway, Perth Amboy, N. J.	Penna.
Ravenels and Young's Island, S. C.	4	14028	Ravenels, Young's Island, S. C.	Charles and Savannah R. R.
Raymond and Berenda, Cal. .	8	46054	Berenda, Raymond, Cal.	Southern Pacific Co.....
Readsborough, Vt., and Hoosac Tunnel Station (n. o.), Mass.	1	2001	Readsborough, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.
Readville and Dedham, Mass..	1	3073	Readville, Dedham, Mass...	Old Colony R. R. (Providence Div.).
Red Jacket and Hancock, Mich.	10	24068	Hancock, Red Jacket, Mich.	Hancock and Calumet
Redlands and San Bernardino, Cal.	8	46056	San Bernardino, Redlands, Cal.	Southern California Rwy. Co.
Red Wing and Zumbrota, Minn	10	28064	Red Wing, Zumbrota, Minn	D. R. W. and S.
Renton and Franklin, Wash. .	8	43007	Renton, Franklin, Wash.	Columbia and Puget Sound R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
2.71	5,089	18	8	.....	
84.50	43,194	12	25	July 1, 1888	267	At Port Huron, Mich., connects the Fort Gratiot and Chicago, Fort Gratiot and Detroit, East Saginaw and Port Huron, and Port Austin and Port Huron R. P. O.'s.
1.84	526	6	2	July 1, 1889	509	¹ Balance of route covered by Philadelphia and Port Norris R. P. O. (See Table A ⁺ .)
8.57	10,730	12	18	.....	
1.79	2,241	12	10	July 1, 1887	4,566	¹ Balance of route covered by Chicago, Ill., and Prairie du Chien, Wis., R. P. O. (See Table A ⁺ .)
10.33	12,933	12	12	July 1, 1887	265	Supplied by Mazo Manie, Wis., and Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
17.98	22,511	12	6	Apr. 1, 1889	35	Supplied by Pratt's Junction, Wis., and Ashland and Milwaukee, Wis., R. P. O.
12.66	15,850	12	20	.....	
4.83	9,071	18	18	July 1, 1889	324	Portland and Worcester R. P. O.'s exchange with Sterling, Pratt's Junction, Leominster, and Fitchburg; Worcester with Fitchburg; and Boston, Springfield, and New York R. P. O.
2.45	16,198	45	48	July 1, 1889	52	¹ Including sacks.
18.42	38,612	24	53	July 1, 1889	1,180	Supplied by initial and terminal offices, and Boston, Springfield and New York R. P. O.'s. Providence and New London R. P. O., and Boston, Providence, and New York R. P. O.'s.
13.77	4,487	12	4	July 1, 1889	438	¹ Balance of route covered by Bollwood and Punxsutawney R. P. O. (See Table A ⁺ .)
13.26	2,041	6	4	July 1, 1889	496	¹ Balance of route covered by Rochester and Punxsutawney R. P. O. (See Table A ⁺ .)
29.70	55,777	18	30	July 1, 1888	2,429	
20.60	25,791	12	18	July 1, 1890	125	Connects at Quenemo, Kans., with Ottawa and Emporia, Kans., R. P. O., Topeka and Fort Scott, Kans., R. P. O., and Topeka and Osawatomie, Kans., R. P. O.; at Lyndon, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; at Osage City, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
7.45	4,720	24	16	July 1, 1889	503	
5.70	5,335	9	6	July 1, 1889	89	
21.30	15,549	7	4	July 1, 1890	92	Connects at Berenda with Los Angeles and San Francisco R. P. O.
11.50	7,199	6	8	July 1, 1889	114	Readsborough exchanges with Boston and Troy R. P. O., Sherman, Vt., and Munroe Bridge.
2.28	6,423	27	10	July 1, 1889	45	Boston with Dedham and Walnut Hill. Dedham with Walnut Hill.
18.67	19,619	12	16	June 10, 1886	108	Supplied by initial and terminal offices. Connects at Junction (n. o.), Mich., with Lake Linden and Junction (n. o.), Mich., pouch service, and at Hancock, Mich., with Calumet and Houghton, Mich. pouch service.
9.25	20,258	21	20	July 1, 1890	293	Including sacks. Connect at San Bernardino with Albq., N. Mex., and Los Angeles, Cal., and San Bernardino and Escondido R. P. O.'s.
25.98	32,527	12	23	July 15, 1889	285	Supplied by Red Wing and Rochester, Minn. Connects at Red Wing, Minn., with Chicago, Ill., and Minneapolis, Minn., and Red Wing and Mankato, Minn., R. P. O.'s. At Zumbrota, Minn., with Zumbrota and Rochester R. R., and Wabasha and Zumbrota, Minn., R. P. O.
21.10	15,403	7	8	July 1, 1890	114	Supplied by Seattle and Seattle and Tacoma R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Paris and Frankfort, Ky. 1.....	5	20041	Frankfort, Paris, Ky.....	Kentucky Midland
Paris and Lexington, Ky.....	5	20002 (part)	Cincinnati, Ohio, Lexington, Ky.	Kentucky Central
Park Junction, Md., and Philadelphia, Pa.	2	10027 (part)	Park Junction, Baltimore, Md.	Balto. and Ohio
Parrish Junction (n. o.) and Parrish, Wis.	10	25069	Parrish Junction (n. o.), Parrish, Wis.	Mil., L. S. and West
Paterson and Newark, N. J.	2	7080	Newark, Paterson, N. J.	N. Y., L. E. and Western....
Peach Bottom and Delta, Pa.	3	8092	York, Peach Bottom, Pa....	Maryland Central.....
Peete and Greenwood, Miss.	4	18012	Greenwood, Peete, Miss....	Ill. Central R. R.
Pelican Rapids and Fergus Falls, Minn.	10	26011	Fergus Falls, Pelican Rapids, Minn.	St. P., M. and M.
Pemberton and Brooksville, Fla.	4	16023 (part)	Leesburg, Brooksville, Fla..	Florida Southern Ry.
Pennaborough and Ritchie C. H., W. Va.	3	12004	Pennaborough, Ritchie C. H., W. Va.	Pennaboro and Harrisville..
Pensacola and Millview, Fla.	4	16005	Pensacola, Millview, Fla....	Penns. and Perdido R. R. ...
Perry and Silver Springs, N. Y.	2	6070	Silver Springs, Perry, N. Y.	Silver Lake
Petaluma and Lakeville, Cal.	8	46004	Petaluma, Lakeville, Cal....	San Fran. and North Pacific R. R.
Peters and Oakdale, Cal.	8	48035	Peters, Oakdale, Cal.	Stockton and Copperopolis R. R.
Petersburgh and City Point, Va.	3	11010	Petersburgh, City Point, Va.	Norfolk and Western
Phoenix and Maricopa, Ariz...	8	40004	Maricopa, Phoenix, Ariz....	Maricopa and Phoenix R. R.
Philadelphia and Chestnut Hill R. R. Station, Pa.	2	8100	Philadelphia, Chestnut Hill R. R. Station, Pa.	Phila., Germantown and C. H.
Phoenixville and Uwchland, Pa.	2	8066	Phoenixville, Uwchland, Pa.	Phila. and Reading
Phoenixville and West Chester, Pa.	2	8048	West Chester, Phoenixville, Pa.	Pa.
Pinconning and Gladwin, Mich.	9	24073	Pinconning, Gladwin, Mich.	Michigan Central.....
Pine Bush and Middletown, N. Y.	2	8092	Middletown, Pine Bush, N. Y.	N. Y., L. E. and W. (Middletown and Crawford Bch.)
Pittsburgh and Castle Shannon, Pa.	2	8095	Pittsburgh, Castle Shannon, Pa.	Pitts and Castle Shannon...
Pittsfield and Centre Barnstead, N. H.	1	1004 (part)	Hooksett, Centre Barnstead, N. H.	Concord and Montreal R. R.
Plainview and Chatfield, Minn.	10	26018	Chatfield, Plainview, Minn..	Winona and St. Peter.....
Plattsburgh and Au Sable, N. Y.	2	6029	Plattsburgh, Au Sable, N. Y.	Del. and Hudson Canal Co..
Pleasantville and Somers Point, N. J.	2	7020	Pleasantville, Somers Point, N. J.	West Jersey.....
Point Pleasant and Bayhead Junction, N. J.	2	7003 (part)	Elizabethport, Bayhead Junction, N. J.	Central R. R. of New Jersey.
Poland and Herkimer, N. Y.	2	6119	Herkimer, Poland, N. Y.	Herkimer, Newport, Poland, Penna.
Pomeroy and Landenburgh	2	8131	Landenburgh, Pomeroy, Pa.	Oregon Rwy. and Navigation Co.
Pomeroy and Starbuck, Wash.	8	43014	Starbuck, Pomeroy, Wash..	
Poncho Springs and Monarch, Colo.	7	38009	Poncho Springs, Monarch, Colo.	Denver and Rio Grande.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
41.25	31,363	12	38	Aug. 5, 1889	197	¹ New service, Frankfort to Georgetown, Ky. (24.57 miles) established Aug. 5, 1889. Route extended to Paris, Ky., May 1, 1890.
19.56	28,768	19	20	July 1, 1888	2,694	¹ Balance of route covered by Cincinnati and Livingston. and Mayaville, Paris and Cincinnati R. P. O.'s.
1.80	-----	-----	-----	July 1, 1889	290	New service under advisement; balance of route covered by Philadelphia, Aiken, and Baltimore R. P. O. (See Table A*.)
4.69	2,936	6	2	Sept. 24, 1889	24	Supplied by Ashland and Milwaukee, Wis., R. P. O. Connects at Parrish Junction (n. o.), Wis., with Pratt Junction (n. o.) and Harrison, Wis., pouch service.
11.40	35,682	20	32	July 1, 1889	281	
5.70	10,707	18	34	July 1, 1889	368	Connects York and Baltimore R. P. O. at Delta, Pa. Balance of route (34.30 miles) covered by the York and Baltimore R. P. O.
18.12	11,311	6	4	July 1, 1888	25	
28.58	14,761	6	10	July 1, 1887	141	Supplied by Fergus Falls, Minn., and by Fargo, N. Dak., Barnesville and St. Paul, Minn., R. P. O. Connects at Fergus Falls, Minn., with Wadena and Fergus Falls, Minn., St. Paul, Minn., and Minot, N. Dak., R. P. O.'s, and Fergus Falls, Minn., and Milnor, N. Dak., pouch service.
10.50	13,104	12	4	Oct. 25, 1885	706	Remainder of route reported Palatka and Punta Gorda R. P. O. (Table A*.)
9.25	11,581	12	8	July 1, 1889	162	Connects Grafton and Cincinnati and Grafton and Parkersburgh R. P. O.'s at Pennsborough, W. Va.
10.50	6,552	6	2	July 1, 1885	196	
7.90	12,709	18	14	July 1, 1889	283	
7.53	4,714	6	4	July 1, 1890	33	Connects at Petaluma with Ukiah and San Francisco R. P. O.
19.22	24,063	12	6	July 1, 1890	90	Connects at Peters with Milton and Stockton R. P. O. Supplied by Stockton office.
10.56	6,611	6	4	July 1, 1889	27	Connects Norfolk and Lynchburgh, and Washington and Wilmington R. P. O.'s at Petersburg, Va., and Norfolk and Richmond R. P. O. at City Point, Va.
25.10	25,623	7	8	July 1, 1890	526	Connects at Maricopa with El Paso, Tex., and Los Angeles, Cal., R. P. O.
11.86	47,021	28	41	July 1, 1889	670	¹ Including sacks.
11.29	14,135	12	26	July 1, 1889	189	
18.70	23,412	12	26	July 1, 1889	217	
23.28	17,708	6	10	July 1, 1888	87	At Pinconning, Mich., connects the Mackinaw City and Detroit R. P. O.
13.73	8,596	6	8	July 1, 1889	153	
6.04	2,781	6	4	July 1, 1889	67	
4.26	1,035	9	4	July 1, 1889	519	From January 27, 1890, to April 30, 4.26 miles, 51 days; route extended May 1, 1890. (See Table A*.) Supplied by Hookssett and Centre Barnstead R. P. O. R. P. O. service from May 1, 1890.
23.73	53,955	18	22	July 1, 1887	200	Supplied by initial and terminal offices, Eyota, Minn., and Winona, Minn., and Watertown, S. Dak., R. P. O.
23.51	14,717	6	12	July 1, 1889	184	
7.45	13,961	18	22	July 1, 1889	70	
11.00	626	12	10	July 1, 1889	5,845	¹ Balance of route supplied by New York and Point Pleasant R. P. O. (See Table A*.)
17.04	14,035	8	12	July 1, 1889	281	
19.25	12,051	6	6	July 1, 1889	54	
29.58	21,537	7	6	July 1, 1890	439	Connects at Starbuck with Spokane Falls, Wash., and Pendleton, Oregon, R. P. O. supplied by that line.
16.09	19,072	6	6	July 1, 1890	57	Trains are run from and to Salida, Colo., and there connect Denver and Aspen, Colo., R. P. O., and Denver, Colo., and Ogden, Utah, R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Rib Lake and Chelsea, Wis....	10	25068	Chelsea, Rib Lake, Wis....	Northern Pacific.....
Richfield Junction and Richfield Springs, N. Y.	2	6043	Richfield Junction, Richfield Springs, N. Y.	Del., Lack and Western....
Richford and Newport, Vt....	1	2009	Richford, Newport, Vt....	South Eastern Rwy.....
Richland Center and Lone Rock, Wis.	10	25028	Lone Rock, Richland Center, Wis.	O., M. and St. Paul.....
Ridgefield and Branchville, Conn.	1	5023	Branchville, Ridgefield, Conn.	Danbury and Norwalk R. R.
Ridgewood Junction and Rutherford Junction, N. J.	2	7055	Rutherford Junction, Ridgewood Junction, N. J.	N. Y., L. E. and Western....
Ringwood and Ringwood Junction, N. J.	2	7068	Ringwood, Ringwood Junction, N. J.	N. Y., L. E. and Western....
Ripon and Berlin, Wis.....	10	25003 (part)	Milwaukee, Berlin, Wis....	C., M. and St. P.....
River Falls Junction (n. o.) and Ellsworth, Wis.	10	25033	River Falls Junction (n. o.), Ellsworth, Wis.	C., St. P., M. and O.....
Riverside (n. o.), and Bonne Terre, Mo.	7	28071	Riverside Station (n. o.), Bonne Terre, Mo.	Mississippi River and Bonne Terre.
Roaring Springs and Ore Hill, Pa.	2	8168	Roaring Springs, Ore Hill, Pa.	Pennsylvania.....
Roberts and Guide, Tex.....	11	31042	Guide, Roberts, Tex.....	Houston and Texas Central.
Rochelle and Gainesville, Fla..	4	16012 (part)	Palatka, Gainesville, Fla....	Fla. South Ry.....
Rockford and Rochelle, Ill....	6	28057	Rochelle, Rockford, Ill....	Chicago and Iowa.....
Rock Island and Cable, Ill....	8	28059	Rock Island, Cable, Ill....	Rock Island and Peoria....
Rockport and Salem, Mass....	1	3003	Salem, Rockport, Mass.....	Boston and Maine, R. R....
Rockport Junction (n. o.), and Rockport, Ind.	5	22084	Rockport, Rockport Junction (n. o.), Ind.	Louisville, Evansville and St. Louis Consolidated R. R. Co.
Rocky Mount and Spring Hope, N. C.	3	13028	Rocky Mount, Spring Hope, N. C.	Wilmington and Weldon....
Rodney and Chippewa Lake, Mich.	9	24074	Rodney, Chippewa Lake, Mich.	Detroit, Lansing and Northern.
Rogers and Bentonville, Ark...	11	29018	Rogers, Bentonville, Ark...	Bentonville R. R.....
Rogers and Stillmore, Ga.....	4	15055	Rogers, Stillmore, Ga.....	Rogers and Summit R. R....
Boland, N. C., and Pee Dee (n. o.), S. C.	4	14030	Pee Dee (n. o.), Rowland, N. C.	Florence R. R.....
Rome and Clinton.....	2	6051	Clinton, Rome, N. Y.....	N. Y., Ont. and Western....
Rondout and Libertyville, Ill..	6	22099	Rondout, Libertyville, Ill..	Chicago, Milwaukee and St. Paul.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
6.26	3,975	6	4	July 1, 1889	45	Supplied by Chelsea, Wis., and Ashland and Abbotsford, Wis., R. P. O.
22.01	41,335	18	65	July 1, 1889	563	
31.72	39,713	12	14	July 1, 1889	524	Supplied by initial and terminal offices and Newport and Springfield R. P. O.
16.33	20,445	12	28	July 1, 1887	287	Supplied by initial and terminal offices, and Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
4.32	10,817	24	8	July 1, 1889	168	Supplied by Danbury and South Norwalk R. P. O. Branchville with Ridgefield.
2.96	12,495	12	16	July 1, 1889	43	
2.61	1,634	6	2	July 1, 1889	48	
12.72	15,925	12	24	July 1, 1889	1,565	'Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A.) Supplied by Ripon, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Ripon, Wis., with Sheboygan and Princeton, Wis., R. P. O., and at Rush Lake, Wis., with Winneconne and Rush Lake, Wis. Pouch service.
25.76	16,126	6	20	July 1, 1887	262	Supplied by Hudson, Wis., St. Paul, Minn., and Ashland, Wis., and St. Paul, Minn., R. P. O. Connects at River Falls Junction, (n. o.), Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.
31.89	13,394	13	10	Mar. 10, 1890	170	New service; in effect March 10, 1890. Connects at Riverside (n. o.), Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
2.27	2,047	6	2	July 1, 1889	54	
52.13	32,632	6	16	July 1, 1890	96	Connects at Terrell, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O., at Kaufman, Tex., with Dallas and Kemp, Tex., R. P. O., at Guide, Tex., with Fort Worth and Guide, Tex., R. P. O., and Denison and Houston, Tex., R. P. O.
10.50	12,104	12	6	July 1, 1888	1,230	Remainder of route reported as Palatka and Punta Gorda, R. P. O. (Table A.)
27.72	52,068	18	28	July 1, 1887	163	Supplied by initial and terminal offices, and by Chicago and Forrester, Ill., R. P. O. Connects at Rockford, Ill., with Kenosha, Wis., and Rockford, Ill.; Chicago, Forrester, Ill., and Dubuque Iowa, and with Rockford, Ill., and Mineral Point, Wis., R. P. O's. Connects at Davis Junction, Ill., with Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O., and at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
27.35	17,121	6	16	July 1, 1887	147	Supplied by Rock Island, Ill. Connects with all lines centering at that point.
12.69	24,652	12	64	July 1, 1889	867	Supplied by initial and terminal offices, and by Boston and Gloucester, three additional round trips between Salem and Gloucester, and by Bangor and Boston R. P. O's.
16.35	30,705	18	16	July 1, 1888	289	
19.12	11,909	6	10	July 1, 1888	71	Connects Washington and Wilmington R. P. O. at Rocky Mount, N. C.
8.91	3,099	6	4	July 1, 1888	48	At Rodney, Mich. Connects the Big Rapids and Detroit R. P. O.
7.06	9,559	13	8	July 1, 1890	403	Connects at Rogers, Ark., with Monett, Mo., and Paris, Tex., R. P. O.
31.24	19,556	6	10	July 1, 1889	46	
27.50	17,180	6	12	Feb. 4, 1889	95	
12.67	17,115	12	40	July 1, 1889	134	
2.28	2,053	6	4	July 1, 1888	63	Supplied by Chicago, Ill.

TABLE C^o.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Roscoe and Bowdle, S. Dak ...	10	120010 (part)	Hastings, Minn., Bowdle, S. Dak.	C., M. and St. Paul
Roscoe and Orient, S. Dak	10	35029	Roscoe, Orient, S. Dak.....	C., M. and St. Paul
Roswell and Chamblee, Ga.....	4	15035	Roswell Junction (n. o.), Roswell, Ga.	Rich. and Danville R. R.
Rothwell and Mt. Sterling, Ky. ...	5	20022	Mount Sterling, Rothwell, Ky.	Kentucky and South Atlantic.
Russellville and Adairville, Ky. ...	5	120014 (part)	Owensborough, Adairville, Ky.	Owensborough and Nashville.
Rutland and Ellendale, N. Dak. ...	10	35031	Rutland, Ellendale, N. Dak.	C., M. and St. P.
Sabula and Clinton, Iowa.....	6	127012 (part)	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.
Saginaw City Junction (n. o.) and Saginaw, Mich.	9	24049	Saginaw City Junction (n. o.), Saginaw, Mich.	Flint and Pere Marquette ..
St. Augustine and Palatka, Fla. ...	4	10027	St. Augustine, Palatka, Fla.	Jack. St. Aug. and Hal. Riv. R. R.
St. Charles and Geneva, Ill.	6	23094	Geneva, St. Charles, Ill.	Chicago and Northwestern ..
St. Clair and Lenox, Mich.....	9	24037	St. Clair, Lenox, Mich.	Michigan Central
St. Clairville and Steel, Ohio. ...	5	21056	St. Clairville, Steel, Ohio...	Baltimore and Ohio
St. George and Mariner's Harbor, N. Y. ...	2	5062 (part)	New York, Mariner's Harbor, N. Y.	S. I. R. T. R. R.
St. George and Tottenville, N. Y. ...	2	7068	St. George, Tottenville, N. Y.	S. I. R. T. R. R.
St. Hilaire and Crookston, Minn. ...	10	26050	Crookston, St. Hilaire, Minn.	St. P., M. and M.
St. John and Church's Ferry, N. Dak. ...	10	35039	Church's Ferry, St. John, N. Dak.	St. P., M. and M.
St. Louis and Florissant, Mo.	7	28031	St. Louis, Florissant, Mo.	St. Louis Cable and Western.
St. Martinville and Cades, La. ...	11	30012	Cades, St. Martinville La. ...	Morgans, Louisiana and Texas (So. Pac.)
St. Mary's and Minster, Ohio ..	5	21082	St. Mary's, Minster, Ohio...	Lake Erie and Western
St. Peters and Springfield Station, Pa. ...	2	8162	Springfield Station, St. Peters, Pa.	Wilmington and Northern..
Salisbury and Glasgow, Mo.	7	23025	Salisbury, Glasgow, Mo.	Wabash

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
15.29	9,572	6	10	July 1, 1887	<i>Pounds.</i> 2,377	¹ Balance of route covered by Hastings and Cologne, Minn., St. Paul, Minn., and Aberdeen, S. Dak., and Aberdeen and Eureka, S. Dak., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Aberdeen and Eureka, S. Dak., R. P. O. Connects at Roscoe, S. Dak., with Roscoe and Orient, S. Dak. pouch service.
41.73	26,123	6	28	July 1, 1890	161	Supplied by Roscoe and Faulkton, S. Dak., and Aberdeen and Eureka, S. Dak., R. P. O. Connects at Roscoe, S. Dak., with Roscoe and Bowdle, S. Dak. pouch service, and at Faulkton, S. Dak., with Brookings and Gettysburgh, S. Dak., R. P. O.
10.09	13,341	12	8	July 1, 1888	62	
19.44	12,169	6	12	July 1, 1888	119	
13.39	8,382	6	10	July 1, 1888	589	¹ Balance of route covered by Owensborough and Russellville R. P. O. (See Table A*.)
49.73	15,516	3	22	July 1, 1890	75	Supplied by Ellendale, N. Dak., and by Breckenridge, Minn., and Aberdeen, S. Dak., R. P. O. Connects at Ludden, N. Dak., with Oakes, N. Dak., and Hawarden, Iowa, R. P. O., and at Ellendale, N. Dak., with Edgeley, N. Dak., and Aberdeen, S. Dak. pouch service.
16.46	30,912	18	14	July 1, 1887	2,982	¹ Balance of route covered by Chicago, Ill., and McGregor, Iowa, and La Crosse, Wis., and Dubuque, Iowa, R. P. O. (See Table A*.) Supplied by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, and by Chicago and McGregor, Iowa, R. P. O. Connects at Clinton, Iowa, with all lines entering there.
3.75	11,737	30	14	July 1, 1888	260	At Saginaw City Junction connects the Bay City, Wayne and Detroit, Ludington and Toledo, and Manistee and East Saginaw R. P. O's. At Saginaw, Mich., connects the Bay City and Jackson and East Saginaw and Howard City R. P. O's.
24.90	13,177	7	10	July 1, 1886	50	
3.21	8,038	24	10	May 28, 1898	182	Supplied by Geneva, Ill., and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at St. Charles, Ill., with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O., and at Geneva, Ill., with Geneva and Aurora, Ill. pouch service.
16.06	20,107	12	20	July 1, 1888	530	At Lenox, Mich., connects Ft. Gratiot and Detroit and Lenox and Jackson R. P. O's.
17.50	14,085	18	14	July 1, 1888	248	
13.90	12,207	30	90	July 1, 1889	1,676	¹ Balance of route supplied by New York and St. George R. P. O. (See Table A*.)
15.45	43,359	30	90	July 1, 1889	407	
23.30	8,830	3	4	July 1, 1887	54	Supplied by Crookston, Minn.; connects at that point with St. Paul, Minn., and Minot, N. Dak., and St. Vincent and Crookston, Minn., R. P. O's.
55	17,160	3	16	July 1, 1890	143	Supplied by initial and terminal offices, and St. Paul, Minn., and Minot, N. Dak., R. P. O.
15.66	9,797	6	6	July 1, 1887	71	All offices on line exchange pouches with St. Louis, Mo.
7.60	11,096	14	6	July 1, 1890	111	Connects at Oades, La., with New Orleans, La., and Houston, Tex., R. P. O.
10.23	12,808	12	8	July 1, 1888	161	
7	8,764	12	8	July 1, 1889	87	
15.81	11,841	7	14	July 1, 1887	65	Connects at Salisbury, Mo., with St. Louis, Mo., and Council Bluffs, Iowa, R. P. O., and St. Louis, Moberly, and Kansas City, Mo., R. P. O., and at Glasgow, Mo., with St. Louis, Louisiana, and Kansas City, Mo., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Salt Lake City and Stockton, Utah.	8	41005	Salt Lake City, Stockton, Utah.	Oreg. Short Line and Utah Northern Rwy. Co.
Sand Beach and Palm Station, Mich.	9	24061	Palm Station, Sand Beach, Mich.	Flint and Pere Marquette ..
Sandersville and Tennille, Ga.	4	15027	Sandersville, Tennille, Ga. . .	Sandersville and Tennille R. R.
San Diego and Tia Juana, Cal.	8	48061	San Diego, Tia Juana, Cal. . .	National City and Otag Rwy.
Sanford and Oviedo, Fla.	4	18010	Sanford, Oviedo, Fla.	Sanford and Indian River R. R.
Sanford and Tavares, Fla.	4	18028	Sanford, Tavares, Fla.	Sanford and Lake Eustis R. R.
San Jacinto and Perris, Cal. . . .	8	48059	Perris, San Jacinto, Cal.	Southern California Rwy. Co.
Santa Cruz and Pajaro, Cal. . . .	8	48021	Pajaro, Santa Cruz, Cal.	Santa Cruz R. R.
Santa Fé and Lamy, N. Mex. . . .	7	39061	Lamy, Santa Fé, N. Mex.	Atchison, Topeka and Santa Fé.
Santa Rosa and Napa Junction, Cal.	8	48080	Napa Junction, Santa Rosa, Cal.	Southern Pacific Co.
San Quintin and San Francisco, Cal.	8	48025	San Francisco, San Quintin, Cal.	North Pacific Coast R. R. . .
Sapinero and Lake City, Colo. . .	7	38041	Lake Junction (n. o.), Lake City, Colo.	Denver and Rio Grande . . .
Sault de Ste. Marie and Sault Junction (n. o.), Mich.	10	24072	Sault de Ste. Marie, Sault Junction (n. o.), Mich.	D., SS. and A.
Savanna and Fulton, Ill.	6	23090	Savanna, Fulton, Ill.	Chicago, Burlington and Quincy.
Saxonville and Natick, Mass. . . .	1	3032	Natick, Saxonville, Mass. . . .	Boston and Albany R. R. . . .
Saybrook Junction and Saybrook Point, Conn.	1	5015 (part)	Hartford, Saybrook Point, Conn.	Hartford and Conn. Valley R. R.
Schenectady and Quaker Street, N. Y.	2	6030	Quaker Street, Schenectady, N. Y.	Del. and Hud. Canal Co. . . .
Schoharie and Middleburgh, N. Y.	2	6055	Schoharie, Middleburgh, N. Y.	Schoharie and Middleburgh.
Schoharie Junction and Schoharie, N. Y.	2	6056	Schoharie Junction, Schoharie, N. Y.	Schoharie Valley.
Schriever and Houma, La.	11	30004	Schriever, Houma, La.	Morgans, Louisiana and Texas (So. Pac.).
Schuylerville and Saratoga Springs, N. Y.	2	6077	Saratoga Springs, Schuylerville, N. Y.	Boat, H. Tun. and Western.
Schuylerville Junction and Mechanicsville.	2	6121	Mechanicsville, N. Y., Schuylerville Junction, N. Y.	Boat, H. Tun. and Western.
Schwander's Station (n. o.) and Romley, Colo.	7	38014	Schwander's Station (n. o.), Romley, Colo.	Denver, South Park and Pacific.
Scotland and Wakefield Station, Va.	3	11045	Scotland, Wakefield Station, Va.	Surry, Sussex and Southampton.
Scranton and Wilkes Barre, Pa.	2	8079	Wilkes Barre, Scranton, Pa.	Del. and Hud. Canal Co. . . .
Sea Isle City and Avalon, N. J.	2	7047	Sea Isle City, Avalon, N. J. . .	West Jersey.
Sea Isle Junction and Ocean City, N. J.	2	7080	Sea Isle Junction, Sea Isle City, N. J.	West Jersey.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
40.50	25,353	6	12	July 1, 1890	138	Supplied by Salt Lake City.
18.93	23,700	12	23	-----	-----	At Palm Station connects the Port Austin and Port Huron R. P. O.
3.29	2,040	6	4	July 1, 1888	185	
19.90	29,051	14	10	July 1, 1890	101	Service extended July 22, 1889, National City to San Diego. Connects with Los Angeles and National City at San Diego.
17.36	20,652	12	8	Mar. 14, 1887	112	
20.95	40,612	13	16	July 1, 1888	226	
20.16	12,620	6	10	July 1, 1890	154	Connects at Perris with San Bernardino and Escondido R. P. O.
22.07	46,038	20	21	July 1, 1890	213	Supplied by initial and terminal offices. Connects at Pajaro with San Francisco and Santo Margarita R. P. O.
19.19	54,833	21	14	July 1, 1890	439	Connects at Santa Fé, N. Mex., with Antonito, Colo., and Santa Fé, N. Mex., R. P. O., and at Lamy, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
						23 round trips per week from July 1, 1889, to May 31, 1890.
37.59	54,881	14	26	July 1, 1890	387	Supplied by Ogden, Utah, and San Francisco R. P. O.; also by San Francisco office.
22	43,604	19	16	July 1, 1890	164	Service extended October 1, 1889, San Anselmo to San Francisco, less service over route 46016 supplied by San Francisco.
36.18	16,853	6	6	July 1, 1890	159	New service, from October 10, 1889. Trains are run from and to Sapinero, Colo., where connection is made with Denver, Colo., and Ogden, Utah, R. P. O.; also supplied by Denver and Aspen, Colo., R. P. O., from Salida, Colo.
47.80	64,817	13	14	Jan. 9, 1888	612	Supplied by Sault de Ste. Marie, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. Connects at Sault de Ste. Marie, Mich., with Sault de Ste. Marie, Mich., and Minneapolis, Minn., R. P. O.
18.57	25,181	13	16	July 1, 1887	395	Connects Minneapolis, Minn., and Oregon, Ill., R. P. O. with Fulton, Ill., and lines centering there.
4.04	281	12	4	July 1, 1889	71	Suspended by star service July 20, 1889.
1.60	3,174	18	21	July 1, 1889	1,778	Balance of route (44.43 miles) covered by R. P. O. service. (See Table A-1). Supplied by New London and New Haven, and New Haven and Hartford R. P. O.
15.40	23,921	18	16	July 1, 1889	92	
6.50	12,207	18	8	July 1, 1889	237	
4.95	9,296	18	12	July 1, 1889	404	
15.36	22,279	14	12	July 1, 1890	196	Connects at Schriever, La., with New Orleans, La., and Houston, Tex., R. P. O.
12.97	32,477	24	26	July 1, 1889	213	
15.05	18,843	12	12	July 1, 1889	298	
22.80	12,918	6	18	July 1, 1890	154	Reported last year as Schwander's Station (n. o.) and St. Elmo, Colo.; service extended from November 1, 1889, increasing distance 1.94 miles. Trains are run from Como, Colo., via Buena Vista to Romley. Supplied by Denver and Leadville, Colo., R. P. O. and Buena Vista, Colo.
20.08	12,570	6	16	July 3, 1889	106	Connects Norfolk and Lynchburgh R. P. O. at Wakefield Station, Va.
19.25	32,135	16	50	July 1, 1889	310	
4.02	5,083	12	4	-----	-----	
13.55	19,481	12	12	July 1, 1889	83	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation terminal of route.	Corporate title of company.
Seattle and New Castle, Wash.	8	43002	Seattle, New Castle, Wash.	Columbia and Puget Sound R. R.
Selvern and Blackville, S. C.	4	14026	Blackville, Selvern, S. C.	Blackville, Aist. and New R. R.
Seligman, Mo., and Eureka Springs, Ark.	11	29012	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs R. R.
Seligman and Prescott, Ariz.	8	40003	Seligman, Prescott, Ariz.	Prescott and Arizona R. R.
Selma and Martin Sta., Ala.	4	17022	Selma, Martin's Sta., Ala.	Birm., Selma and New Or. R. R.
Sewell Depot and Cliff Top, W. Va.	3	12026	Sewell Depot, Cliff Top, W. Va.	Longdale Iron Co.
Sheffield and Etulalia, Pa.	2	8105	Sheffield, Etulalia, Pa.	Tionesta Valley
Shelby Junction (n. o.) and Shelby, Ala.	4	17031	Shelby Junction (n. o.), Shelby, Ala.	Shelby Iron Co.
Shenandoah and Mahanoy Plane, Pa.	2	8119	Shenandoah, Mahanoy Plane, Pa.	Phila. and Reading
Shumway and Altamont, Ill.	6	23066 (part)	Chicago, Altamont, Ill.	Wabash
Sidney and Champaign, Ill.	6	23065	Sidney, Champaign, Ill.	Wabash
Silver Brook Junction and Silver Brook, N. Y.	2	8178	Silver Brook, Silver Brook Junction, N. Y.	Lehigh Valley
Silver Lake Junction (n. o.) and Silver Springs, N. Y.	2	6097	Silver Lake Junction (n. o.), Silver Lake, N. Y.	Silver Lake
Sleepy Eye and Redwood Falls, Minn.	10	26016	Sleepy Eye, Redwood Falls, Minn.	Winona and St. Peter
Sligo and Lawsonham, Pa.	2	8093	Lawsonham, Sligo, Pa.	Allegheny Valley
Smithton and Okolona, Ark.	11	29017	Smithton, Okolona, Ark.	South-Western, Arkansas and Indian Territory.
Smithville and Harlem, Mo.	7	28073	Harlem, Smithville, Mo.	Chicago, Kansas City and Texas.
Snohomish and Woodinville, Wash.	8	43020	Woodinville, Snohomish, Wash.	Seattle, Lake Shore and Eastern Ry.
Snow Fork Junction (n. o.) and Brashears, Ohio.	5	21106	Snow Fork Junction (n. o.), Brashears, Ohio.	Columbus, Hocking Valley and Toledo.
Snow Shoe and Milesburgh.	2	8063 (part)	Bellefonte, Snow Shoe, Pa.	Penna.
Socorro and Magdalena, N. Mex.	7	39010	Socorro, Magdalena, N. Mex.	Atchison, Topeka and Santa Fe.
Somerset Junction and Indianola, Iowa.	6	27015 (part)	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.
Somerville and Flemington, N. J.	2	7002	Somerville, Flemington, N. J.	Central R. R. of New Jersey.
Somerville and Moscow, Tenn.	5	19019	Moscow, Somerville, Tenn.	Memphis and Charleston
South Acton Depot (n. o.) and Marlborough, Mass.	1	8023	South Acton Depot (n. o.), Marlborough, Mass.	Fitchburg, R. R.
South Braintree and Fall River, Mass.	1	8044	South Braintree, Fall River, Mass.	Old Colony R. R.
South Braintree and Plymouth, Mass.	1	8046	South Braintree, Plymouth, Mass.	Old Colony R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
19.25	14,058	7	4	July 1, 1899	Pounds. 145	Supplied by New Castle.
29.00	20,235	7	14	Apr. 8, 1899	88	
20.82	30,807	14	12	July 1, 1899	754	Connects at Seligman, Mo., with Monett, Mo., and Paris, Tex., R. P. O.
74.88	44,875	8	18	July 1, 1899	549	Connects at Seligman with Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Prescott exchanges with San Francisco and Los Angeles R. P. O. by express trains.
20.32	12,079	6	6	July 1, 1898	57	
10.10	6,323	6	2	Mar. 18, 1899	27	Connects Richmond and Hinton and Washington and Hinton R. P. O.'s at Sewell Depot, W. Va.
12.76	15,976	12	14	July 1, 1899	70	
6.07	8,324	12	4	July 1, 1898	82	
6.88	20,000	28	23	July 1, 1899	296	
10.54	6,598	6	4	July 1, 1887	1,085	¹ Balance of route covered by Chicago, Decatur, Ill., and St. Louis, Mo., and Decatur and Effingham, Ill., R. P. O.'s. (See Table A*.) Supplied by Decatur and Effingham, Ill., R. P. O. Connects at Altamont, Ill., with Beardstown and Shawneetown, Ill., and with Pittsburgh, Pa., and St. Louis, Mo., R. P. O.'s.
12.29	15,387	12	10	July 1, 1887	108	Supplied by initial and terminal offices. Connects at Sidney, Ill., with La Fayette, Ind., and Quincy, Ill., R. P. O., and at Champaign, Ill., with Chicago and Cairo, Ill., and with Indianapolis, Ind., and Peoria, Ill., R. P. O.'s.
2.59	1,621	6	2	July 1, 1899	34	
1.12	1,402	12	20	July 1, 1899	390	
20.07	33,391	12	16	July 1, 1887	210	Supplied by initial and terminal offices and by Winona, Minn., and Watertown, S. Dak., R. P. O. Connects at Redwood Falls, Minn., with St. Paul, Minn., and Watertown, S. Dak., R. P. O.
10.41	6,517	6	6	July 1, 1899	65	
14.58	9,127	6	2	July 1, 1899	53	Connects at Smithton, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
21.12	6,580	14	12	.....	.....	New service; in effect from April 14, 1899. Supplied by Station "A," Kansas City, Mo., and Harlem, Mo.
14.84	20,123	12	8	July 1, 1899	245	Connects at Woodinville with Snoqualmie and Seattle R. P. O. Supplied also by Seattle, Wash.
6.40	1,562	12	20	.....	.....	New service; established April 21, 1899.
19.53	24,482	12	10	July 1, 1899	84	Balance of route covered by Lock Haven and Tyrone R. P. O. (See Table A*.)
27.05	18,091	16	4	July 1, 1899	86	Connects at Socorro, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
6.47	16,201	24	16	July 1, 1887	643	¹ Seven round trips per week from July 1, 1899, to September 28, 1899.
15.91	29,879	18	30	July 1, 1899	261	¹ Balance of route covered by Des Moines and Winterset, Iowa, R. P. O. (See Table A*.) Supplied by Des Moines and Winterset, Iowa, R. P. O. Connects at Indianola, Iowa, with Des Moines, Iowa, and St. Joseph, Mo., R. P. O.
12.57	8,495	6	6	July 1, 1898	74	
12.09	35,748	27	30	July 1, 1899	261	Supplied by Boston and Troy R. P. O., and Essex Junction and Boston R. P. O., Boston and Greenville R. P. O., and Boston.
.....	76,532	24	92	July 1, 1899	572	241 days. Boston and Newport R. P. O. established April 7, 1899 (39.70 miles).
.....	41,846	18	76	July 1, 1899	587	263 days. Boston and Plymouth R. P. O. service established May 1, 1899 (26.62 miles).

TABLE C^o.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Southbridge, Mass., and East Thompson, Conn.	1	8052	East Thompson, Conn., Southbridge, Mass.	New York and New England R. R.
South Framingham and Milford, Mass.	1	8028	South Framingham, Milford, Mass.	Boston and Albany R. R....
South Prairie and Carbonado, Wash.	8	43008	South Prairie, Carbonado, Wash.	Northern Pacific R. R.
Sparkill and Tallman.....	2	6002	Tallman, Sparkill, N. Y.	N. Y., L. E. and Western....
Spencer and South Spencer (n. o.), Mass.	1	8066	Spencer, South Spencer (n. o.), Mass.	Boston and Albany R. R.
Spirit Lake and Spencer, Iowa.	6	27096	Spencer, Spirit Lake, Iowa..	Chicago, Milwaukee and St. Paul.
Spring City and Jewett, Tenn.	5	19021	Spring City, Jewett, Tenn. ..	Tennessee Central.....
Springfield Junction and Mines, Pa.	2	8157	Springfield Junction, Mines, Pa.	Penna.
Stamford and Hobart, N. Y....	2	6073	Rondout, Hobart, N. Y.	Ulster and Delaware
Stanwood and Tipton, Iowa...	6	(part) 27013	Stanwood, Tipton, Iowa.....	Chicago and Northwestern...
State Line and Van Dusen, Mass.	1	3071	Van Dusen, State Line, Mass.	Houstonian R. R.
Stewart and Anaconda, Mont.	10	36003	Stewart, Anaconda, Mont. ..	Montana Union.....
Stewart Junction and Babylon, N. Y.	2	6112	Stewart Junction, Babylon, N. Y.	Long Island
Stewartstown and New Freedom, Pa.	2	8029	Stewartstown, New Freedom, Pa.	Stewartstown.....
Stewartsville and New Harmony, Ind.	5	22041	Stewartsville, New Harmony, Ind.	Peoria, Decatur and Evansville.
Stevenson and Botsford, Conn.	1	5826	Stevenson, Botsford, Conn..	Houstonian R. R.
Stillwater and Hastings, Minn.	10	26645	Hastings, Stillwater, Minn..	C., M. and St. P.
Stillwater and Minneapolis, Minn.	10	26008	Minneapolis, Stillwater, Minn.	St. Paul and Duluth
Stillwater and Stillwater Junction (n. o.), Minn.	10	26027	Stillwater, Stillwater Junction (n. o.), Minn.	C., St. P., M. and O.
Stokesdale and Madison, N. C.	8	18637	Stokesdale, Madison, N. C...	Cape Fear and Yadkin Valley.
Stokesdale Junction and Antrim, Pa.	2	8065	Corning, N. Y., Antrim, Pa..	Fall Brook Coal Co.
Streator and Walnut, Ill.....	6	(part) 28102	Streator, Walnut, Ill.	Chicago, Burlington and Quincy.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
12	22,536	12	36	July 1, 1889	Pounds. 300	Connects at East Thompson with Boston and Hopewell Junction R. P. O's.
12.48	21,240	24	56	July 1, 1889	620	Supplied by initial and terminal offices; connects at South Framingham with Boston and Albany R. P. O., Boston, Clinton and Fitchburg R. P. O., Boston, Springfield and New York R. P. O., and Lowell and Taunton R. P. O.
8.74	6,380	7	6	July 1, 1890	4,902	Connects at South Prairie with Spokane Falls, Wash., and Portland, Oregon, R. P. O. Balance of route (25.15 miles) covered by that line. (See Table A ¹ .)
12.87	16,113	12	20	July 1, 1889	176	Supplied by Boston and Albany R. P. O's.
2.18	6,523	30	10	July 1, 1889	310	
21.99	27,531	12	18	May 16, 1887	161	Supplied by initial and terminal offices, and by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O. Connects at Spirit Lake, Iowa, with Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O.
-----	665	6	8	July 1, 1889	60	Service on this route discontinued from July 31, 1889.
8.20	5,183	6	4	July 1, 1889	61	¹ Balance of route covered by Roudout and Stamford R. P. O. (See Table A ¹ .)
14	5,008	12	4	July 1, 1889	1,380	
8.94	11,193	12	10	July 1, 1887	177	Supplied by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Tipton, Iowa, with Clinton and Iowa City, Iowa, R. P. O.
10.57	9,925	9	18	July 1, 1889	108	Supplied by Pittsfield and Bridgeport R. P. O., Boston and Albany R. P. O., State Line with Rockdale Mills and West Stockbridge.
8.53	24,908	28	16	July 1, 1890	582	Connects at Stewart, Mont., with Garrison and Butte City, Mont., R. P. O.
21.03	26,830	12	9	July 1, 1889	571	Established April 7, 1890.
7.63	9,553	12	12	July 1, 1889	175	
7.42	9,290	12	10	July 1, 1888	180	Supplied by initial and terminal offices, and by Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., pouch service, and at Hastings, Minn., with Hastings, Minn., and Cologne, Minn., R. P. O.
5.23	164	6	4	-----	-----	
26.12	38,135	14	26	July 1, 1887	270	Supplied by Delfuth and St. Paul, Minn., R. P. O. Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., pouch service, and at Minneapolis, Minn., with all lines centering there.
27.92	55,225	19	18	July 1, 1887	199	Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Minneapolis, Minn., pouch service. Connects at Stillwater Junction (n. o.) with St. Paul, Minn., and Elroy, Wis., and Ashland, Wis., and St. Paul, Minn., R. P. O's.
3.59	7,480	20	20	July 1, 1887	386	Connects Mount Airy and Wilmington R. P. O. at Stockdale, N. C.
11.48	7,186	6	10	Feb. 25, 1889	94	¹ Balance of route covered by Geneva and Williamsport R. P. O. (See Table A ¹ .)
15.80	16,485	10	26	July 1, 1889	754	Supplied by Streator, La Salle, and Walnut, Ill., and by Chicago and Streator, Ill., R. P. O. Connects at La Salle, Ill., with Chicago, Ill., and West Liberty, Iowa, and with Mendota and Centralia, Ill., R. P. O's. Connects at I. V. and N. Junction with Chicago, Ill., and Burlington, Iowa, R. P. O., and at Walnut, Ill., with Mendota and Fulton, Ill.
59.92	37,510	6	32	July 1, 1889	68	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Strong and Basaar, Kans.....	7	133077 (part)	Basaar, Barnard, Kans.....	Atchison, Topeka and Santa Fe.
Suffield and Windsor Locks, Conn.	1	5025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford R. R.
Suffolk and Whaleyville, Va..	3	11037	Suffolk, Whaleyville, Va....	Suffolk Lumber Co.....
Suisun City and Napa Junction, Cal.	8	46005	Suisun City, Napa Junction, Cal.	California Pacific R. R.....
Summit and Bernardsville, N. J.	2	7036	Summit, Bernardsville, N. J.	Del., Lacka. and West.....
Summit City and Bradford, Pa.	2	8122	Summit City, Bradford, Pa..	West. N. Y. and Phila.....
Summitville and Huguenot Junction, N. Y.	3	6140	Summitville, Huguenot Junction, N. Y.	Pt. Jervis, Monticello and N. Y.
Suspension Bridge and Buffalo, N. Y.	2	6003	Buffalo, Suspension Bridge, N. Y.	N. Y., L. E. and Western....
Suspension Bridge and Niagara Falls, N. Y.	2	6018 (part)	Rochester, Niagara Falls, N. Y.	N. Y. C. and H. R.
Sutherlin, Va., and Milton, N. C.	3	11019	Sutherlin, Va., Milton, N. C.	Richmond and Danville.....
Suwanee and Lawrenceville, Ga.	4	15032	Suwanee, Lawrenceville, Ga.	Richmond and Danville R. R.
Sylvania and Rockyford, Ga....	4	15046	Sylvania, Rockyford, Ga....	Sylvania R. R.....
Talbotton and Paschal, Ga.....	4	15033	Talbotton, Bostick, (n. o.), Ga.	Talbotton R. R.....
Tallahassee and St. Marks, Fla.	4	16013	Tallahassee, St. Marks, Fla.	Fla. Cent. and Pen. R. R....
Tallahassee and Cornelia, Fla.	4	15048	Cornelia, Tallahassee, Fla.	Blue Ridge and Atlanta R. R.
Tampa and Port Tampa, Fla....	4	16038	Tampa, Port Tampa, Fla....	South Florida R. R.....
Taunton and New Bedford, Mass.	1	3051 (part)	New Bedford, Fitchburg, Mass.	Old Colony R. R.....
Tavares and Clermont, Fla....	4	16384	Traverse, Clermont, Fla....	Tav., Apop. and Gulf R. R..
Taylor's Falls and Wyoming, Minn.	10	26033	Wyoming, Taylor's Falls, Minn.	St. Paul and Duluth.....
Theresa Junction and Clayton, N. Y.	2	6115	Theresa Junction, Clayton, N. Y.	Rome, Wat. and Ogd.....
Thibodeaux and Schriever, La.	11	30009	Schriever, Thibodeaux, La..	Morgan's Louisiana and Texas (So. Pac.).
Thomas and Davis, W. Va.....	3	12099 (part)	Shaw, Davis, W. Va.....	West Virginia Central.....
Thomasville, Ga., and Monticello, Fla.	4	16035	Thomasville, Ga., Monticello, Fla.	Sav., Fla. and West Ry.....
Tia Juana Junction (n. o.), Oneonta, Cal.	8	46062	Tia Juana Junction (n. o.), Oneonta, Cal.	National City and Otay Rwy.
Topton and Kutatown, Pa.....	2	8062	Topton, Kutatown, Pa.....	Phila. and Reading.....
Towanda and Barclay, Pa.....	2	8069	Towanda, Barclay, Pa.....	Towanda Coal Co.....
Tracy and Los Banos, Cal.....	8	46065	Tracy, Los Banos, Cal.....	Southern Pacific Co.....
Tranger and Youngwood Station, Pa.	2	8151	Youngwood Station, Tranger, Pa.	Penna.....
Traverse City and Walton, Mich.	9	24034	Walton, Traverse City, Mich.	Grand Rapids and Indiana..
Trenton and Bordentown, N. J.	2	7046	Bordentown, Trenton, N. J.	Penna.....
Trenton Junction and Trenton, N. J.	2	7044	Trenton, Trenton Junction, N. J.	Phila. and Reading.....
Tripp and Armour, S. Dak.....	10	35025	Tripp, Armour, S. Dak.....	C., M. and St. P.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
12.60	7,888	8	6	July 1, 1890	Pounds 556	Connects at Strong, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O. and Superior, Nebr., and Strong, Kans., R. P. O.
4.78	11,969	24	10	July 1, 1889	224	¹ 78.40 miles of route 33077, between Strong and Manchester, Kans., covered by Superior, Nebr., and Strong, Kans., R. P. O., and 43.18 miles, between Manchester and Barnard, Kans., covered by Manchester and Barnard, Kans., R. P. O. (See Table A*.)
12.28	7,687	6	4	July 1, 1889	36	Supplied by initial and terminal offices, and Boston, Springfield, and New York R. P. O's.
12.08	19,097	14	18	July 1, 1890	522	Supplied by closed pouches from Suffolk, Va. Connects at Suisun with Ogden, Utah, and San Francisco, Cal., and Portland, Oregon, and San Francisco, Cal., R. P. O's at Napa Junction with Calistoga and Vallejo Junction R. P. O.
14.68	18,379	12	28	July 1, 1889	179	
9.03	14,122	15	20	July 1, 1889	64	
17.56	10,993	6	6			
27.62	141,203	49	657	July 1, 1889	1,885	¹ Includes 447 sacks, including closed Canada mails.
11.90	10,141	54	712	July 1, 1889	4,660	¹ Balance of route covered by Rochester and Niagara Falls R. P. O. (See Table A*.)
6.72	12,620	18	6	July 1, 1889	124	² Includes 2 sacks.
9.96	12,470	12	8	July 1, 1888	129	Connects Richmond and Danville R. P. O. at Sutherlin.
14.97	18,682	12	8	July 1, 1888	109	
7.04	8,785	12	8	July 1, 1888	101	
22.03	6,895	8	4	July 1, 1888	18	
21.13	30,850	14	10	July 1, 1888	226	
9.33	12,651	18	8			
19.47	48,753	24	41	July 1, 1889	1,611	Balance of route (72.09 miles) covered by R. P. O. service (see Table A*), supplied by initial and terminal offices, and Boston, Clinton and Fitchburg, Boston and Newport R. P. O., and Lowell and Taunton R. P. O.
29.34	18,308	6	10	July 1, 1889	92	
20.78	41,964	19	52	July 1, 1887	429	Supplied by initial and terminal offices and Duluth and St. Paul, Minn., R. P. O.
16.25	20,345	12	35	July 1, 1889	422	
5.77	8,424	14	8	July 1, 1890	336	Connects at Schriever, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.30	7,888	12	6	July 1, 1889	390	Connects Cumberland and Elkins R. P. O. at Thomas, W. Va.
24.84	38,266	14	10	July 1, 1889	233	
1.99	1,453	7	6	July 1, 1890	38	Supplied by National City and San Diego offices.
5.06	9,503	18	8	July 1, 1889	184	
17.25	10,799	6	6	July 1, 1889	88	
58.18	42,471	7	18	July 1, 1890	281	Service extended, Newman to Los Banos, Jan. 10, 1890. Connects at Tracy with San Francisco and Los Angeles and Sacramento and San Francisco R. P. O's.
11.09	10,414	9	16	July 1, 1889	87	
36.22	49,241	18	25			At Walton, connects the Mackinaw City and Grand Rapids R. P. O's.
6.17	21,243	23	143	July 1, 1889	519	¹ Including sacks.
4.28	10,799	6	14	July 1, 1889	151	¹ Including sack.
20.28	25,228	12	16	July 1, 1890	407	Supplied by initial and terminal offices, and by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O's.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Troy and Albany, N. Y.	2	6106	Albany, Troy, N. Y.	N. Y. C. and Hud. R.
Troy and Albany Junction, N. Y.	2	6020	Albany Junction, Troy, N. Y.	Del. and Hud. Canal Co.
Troy and Schenectady, N. Y.	2	6012	Troy, Schenectady, N. Y.	N. Y. C. and H. R.
Turbotville and Watsontown, Pa.	2	8166	Turbotville, Watsontown, Pa.	Wilkes Barre and Western ..
Turner and Aurora, Ill.	6	23071	Aurora, Turner, Ill.	Chicago, Burlington and Quincy.
Turner's Falls and Greenfield, Mass.	1	3058	Greenfield, Turner's Falls, Mass.	Fitchburg R. R.
Turnerville and Colchester, Conn.	1	5020	Turnerville, Colchester, Conn.	New York, New Haven and Hartford R. R.
Two Rivers and Manitowoc, Wis.	10	125018 (part)	Milwaukee, Two Rivers, Wis.	Mil., L. S. and West.
U. P. Transfer and Broadway Depot, in Council Bluffs, Iowa.	6	27102	U. P. Transfer (n. o.), Broadway Depot, in Council Bluffs, Iowa.	Union Pacific.
Union Point and White Plains, Ga.	4	15054	Union Point, White Plains, Ga.	Un. Pt. and White Plains R. R.
University Station and Chapel Hill, N. C.	3	13018	University Station, Chapel Hill, N. C.	Richmond and Danville.
Valley Springs and Lodi, Cal.	8	46043	Lodi, Valley Springs, Cal.	San Joaquin and Sierra Nevada R. R.
Valley Stream and Far Rockaway, N. Y.	2	6100	Valley Stream, Far Rockaway, N. Y.	Long Island.
Vancouver Station (n. o.), Wash., and Portland Station (n. o.), Oregon.	8	44012	Portland Station (n. o.), Oregon, Vancouver, Station (n. o.), Wash.	Portland and Vancouver Rwy.
Varna and Lacon, Ill.	6	23074	Varna, Lacon, Ill.	Chicago and Alton.
Verdigris and Creighton, Nebr.	6	34038 (part)	Norfolk Junction, Verdigris, Nebr.	Fremont, Elkhorn, and Mo. Valley.
Verona and Negley, Pa.	2	8143	Negley, Verona, Pa.	Allegheny Valley.
Vesper and Dexterville Junction (n. o.), Wis.	10	25056	Dexterville Junction (n. o.), Vesper, Wis.	Wis., Pitts. and Sup.
Victoria and Beeville, Tex.	11	31071	Victoria, Beeville, Tex.	Gulf, Western Texas and Pacific (So. Pac.).
Victoria and Port Lavaca, Tex.	11	31019 (part)	Port Lavaca, Cuero, Tex.	Gulf, Western Texas and Pacific (So. Pac.).
Vidalia and Jonesville, La.	11	30065	Vidalia, Jonesville, La.	Natchez, Red River and Texas.
Vincennes, Ind., and St. Francisville, Ill.	6	23037	Vincennes, Ind., St. Francisville, Ill.	Calro, Vincennes and Chicago.
Visalia and Goshen, Cal.	8	46018	Visalia, Goshen, Cal.	Visalia R. R.
Wadley and Blackville, Ga.	4	15060	Wadley, Blackville, Ga.	Donavon, Perkins & Co.'s R. R.
Wahneta and Bartow, Fla.	4	16021	Wahneta, Bartow.	South Fla. R. R.
Wakefield and Peabody, Mass.	1	3010	Wakefield, Peabody, Mass.	Boston and Maine R. R.
Walla Walla and Wallula, Wash.	8	48004	Walla Walla, Wallula, Wash.	Walla Walla and Columbia River R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
7.23	94,291	125	630	July 1, 1889	8,721	¹ Including sacks.
5.86	31,792	52	1856	July 1, 1889	4,422	¹ Including sacks.
21.35	53,480	24	107	July 1, 1889	980	¹ Including sacks.
6.10	7,637	12	6	July 1, 1889	64	
13.01	8,144	6	10	July 1, 1887	85	Supplied by Aurora, Ill. Connects at Turner, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O., and at Aurora, Ill., with all lines centering there.
5.05	15,806	30	30	July 1, 1889	301	Turner's Falls with Greenfield, Newport, and Springfield R. P. O., and Boston and Troy R. P. O.; Greenfield with Montague City.
4.09	10,341	24	12	July 1, 1889	184	Initial and terminal offices exchange supplied by Willimantic and New Haven R. P. O.
7.33	12,706	12	12	July 1, 1887	2,640	¹ Balance of route covered by Ashland and Milwaukee, Wis., R. P. O. (see Table A ¹); supplied by Manitowoc, Wis., and by Ashland and Milwaukee, Wis., R. P. O.
1.76	6,798	37	18	July 1, 1889	621	Carries local mails and connections between Omaha Nebr., and Council Bluffs, Iowa.
13.79	17,265	12	6	Nov. 4, 1889	106	
11.35	14,185	12	6	July 1, 1888	152	Connects Goldsborough and Greensborough R. P. O. at University Station, N. C.
26.81	9,571	7	48	July 1, 1890	525	Including sacks. Connects at Lodi with San Francisco and Sacramento R. P. O. Supplied also by Lodi.
5.48	12,722	24	26	July 1, 1889	262	
8.60	15,353	13	16	July 1, 1890	462	Including sacks. Six additional trips outward. New service established Sept. 2, 1889.
10.66	13,346	12	8	July 1, 1887	82	Supplied by Dwight and Washington, Ill., R. P. O.
11.38	7,124	6	4	July 1, 1890	16,964	Balance of route covered by Creighton and Norfolk, Nebr., R. P. O. (See Table A ¹). Supplied by Creighton, Nebr., and Creighton and Norfolk, Nebr., R. P. O.
5.38	5,052	9	4	July 1, 1889	63	
20.87	13,065	6	18	July 1, 1887	82	Supplied by Dexterville, Wis., and Tomahawk and Tomah. Wis., R. P. O.
56.42	30,259	7	29	July 1, 1890	224	Established October 20, 1889. Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O., and at Cuero, Tex., with Wallis Station and San Antonio, Tex., R. P. O.
27.20	8,513	3	2	July 1, 1890	221	28.29 miles of this route between Victoria and Cuero, Tex., covered by Rosenberg and Cuero, Tex., R. P. O. (See Table A ¹). Train 166 outward Mondays, Wednesdays, and Fridays; train 165 inward Tuesdays, Thursdays, and Saturdays. Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.
25.60	16,025	6	6	July 1, 1890	106	Connects at Natchez, Miss., with Jackson and Natchez, Miss., R. P. O.
10.88	13,622	12	8	July 1, 1887	334	Connects Danville and Cairo, Ill., R. P. O. with Vincennes, Ind., and with lines centering at that city.
7.66	15,182	19	14	July 1, 1890	454	Connects at Goshen with San Francisco and Los Angeles R. P. O. Visalia exchanges with Hanford and Lemoore offices on route 46038.
30.85	19,312	6	10	Feb. 3, 1890	60	
17.67	23,925	13	10	Feb. 14, 1885	171	
8.09	10,129	12	10	July 1, 1889	123	Amesbury and Boston R. P. O. exchanges with Montrose, Peabody, and Lynnfield; Boston with Lynnfield and Peabody.
32.06	23,404	7	10	July 1, 1890	116	Connects at Walla Walla with Spokane Falls, Wash., and Portland, Oregon, R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Walterborough and Green Pond, S. C.	4	14025	Green Pond, Walterborough, S. C.	Green Pond, Walter. and Branch R. R.
Wampum Junction and Homewood, Pa.	2	8044	Erie, Homewood, Pa.	Erie and Pittsburgh
Warren, R. I., and Fall River, Mass.	1	4005 (part)	Warren, R. I., Fall River, Mass.	Old Colony R. R.
Warren Plains and Warrenton, N. C.	3	13026	Warren Plains, Warrenton, N. C.	Warrenton R. R.
Warrenton and Calverton, Va.	3	11024	Calverton, Warrenton, Va. .	Richmond and Danville
Warsaw and Clinton, N. C.	3	13030	Warsaw, Clinton, N. C.	Wilmington and Weldon ...
Wartrace and Shelbyville, Tenn.	5	19020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga, and St. Louis.
Washington, D. C., and Alexandria, Va.	3	11018	Washington, D. C., Alexandria, Va.	Washington Southern
Washington and Barnett, Ga.	4	15006	Washington, Barnett, Ga. ...	Georgia R. R.
Washington and Greenleaf, Kans.	7	33021 (part)	Waterville, Washington, Kans.	Central Branch, Union Pacific R. R.
Washington and Waynesburgh, Pa.	2	8114	Washington, Waynesburgh, Pa.	Waynesburgh and Washington R. R.
Watertown and Sacket's Harbor, N. Y.	2	6039	Watertown, Sacket's Harbor, N. Y.	Rome, Wat. and Ogd. R. R. .
Watertown and Waterbury, Conn.	1	5006	Waterbury, Watertown, Conn.	Naugatuck R. R.
Waukon Junction and Waukon, Iowa.	6	27040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul R. R.
Waverly and Waverly Junction, Iowa.	6	27064	Waverly Junction, Waverly, Iowa.	Burlington, Cedar Rapids and Northern R. R.
Wawa and Chester, Pa.	2	8008	Chester, Pa., Port Deposit, Md.	Phila., Wilm. and Balto. R. R.
Wayland and Bolivar, N. Y.	2	6143	Wayland, Bolivar, N. Y.	Lacka. and So. Western R. R.
Wayne and Randolph, Nebr.	6	34060	Wayne, Randolph, Nebr.	Chicago, St. Paul, Minn. and Omaha R. R.
Wayne Junction and West Falls, Pa.	2	8190	Wayne Junction, West Falls, Pa.	Phila. and Reading R. R.
Webster City and Lehigh, Iowa.	6	27075	Webster City, Lehigh, Iowa.	Webster City and South Western R. R.
Wellfleet and Provincetown, Mass.	1	3041 (part)	Middleborough, Provincetown, Mass.	Old Colony R. R.
Wellington and Caldwell, Kans.	7	33037 (part)	Mulvane, Caldwell, Kans. ...	Atchison, Topeka and Santa Fé R. R.
Wellington and Cisana Park, Ill.	6	22680	Wellington, Cisana Park, Ill.	Chicago and Eastern Illinois R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
12.87	18,675	18	8	July 1, 1888	150	
6.20	7,792	12	4	July 1, 1889	1,886	Balance of route covered by Erie and Pittsburgh R. P. O. (See Table A ⁺ .)
9.14	26,026	31	18	July 1, 1889	901	Fall River, with Warren, Providence, and New London R. P. O., Boston and Newport R. P. O., Boston, Springfield and New York R. P. O's., Boston, Providence and New York R. P. O.
8.13	3,919	12	6	July 1, 1888	124	Connects Norfolk and Raleigh R. P. O. at Warren Plains, N. C.
9.26	20,258	21	24	July 1, 1889	351	Connects Washington and Charlotte, and Washington and Hinton R. P. O's at Calverton, Va.
18.11	16,414	12	26	July 1, 1888	202	Connects Washington and Wilmington R. P. O. at Warsaw, N. C.
8.36	10,467	12	12	July 1, 1888	334	
7.23	21,082	28	15	July 1, 1889	196	Connects lines centering at Washington, D. C.
18.58	40,690	21	14	July 1, 1888	265	
7.58	14,235	18	8	July 1, 1890	2,454	Connects at Washington, Kans., with Lincoln, Nebr., and Concordia, Kans., R. P. O., and at Greenleaf, Kans., with Atchison and Lenora, Kans., R. P. O.
						¹ 13.11 miles of route 33021, between Waterville and Greenleaf, Kans., covered by Atchison and Lenora, Kans., R. P. O.
39.31	36,096	12	26	July 1, 1889	598	
12.46	15,600	12	8	July 1, 1889	208	
6.15	7,700	12	21	July 1, 1889	411	Initial and terminal offices exchange, and by West Winsted and Bridgeport R. P. O.
23.05	14,429	6	8	July 1, 1887	170	Supplied by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
6	7,512	12	8	July 1, 1887	71	Supplied by Albert Lea, Minn., and Burlington, Iowa, R. P. O. Connects at Waverly, Iowa, with Sumner and Hampton, Iowa, and with Lyle, Minn., and Waterloo, Iowa, R. P. O.
¹ 7.17	12,465	18	18	July 1, 1889	1,126	¹ Balance of route covered by Philadelphia and Port Deposit R. P. O. (See Table A ⁺ .)
58.99	110,783	18	40			
20.83	18,039	6	8	July 1, 1890	91	Supplied by Wayne, Nebr., and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
2.47						New service under advisement.
17.83	11,161	6	6	July 1, 1887	71	Supplied by Webster City, Iowa, at which point it connects with Dubuque and Sioux City, Iowa, and with Tama and Hawarden, Iowa, R. P. O's. Connects at Lehigh, Iowa, with Fort Dodge and Lehigh, Iowa, pouch service.
14.36	12,896	12	18	July 1, 1889	3,821	Route extended to Provincetown R. P. O. service (71.94 miles). Boston and Cape Cod R. P. O. (see Table A ⁺); 224 days; March 18, 1890.
21.92	32,008	14	12	July 1, 1890	861	Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., Newton and Kiowa, Kans., R. P. O., St. Joseph, Mo., and Caldwell, Kans., R. P. O., and Wellington and Hunnewell, Kans., pouch service. Connects at Perth, Corbin, and Caldwell, Kans., with St. Joseph, Mo., and Caldwell, Kans., R. P. O., and at Caldwell, Kans., with Caldwell, Kans., and Kireno, Ind. T., R. P. O., and Beaumont and Anthony, Kans., R. P. O.
						¹ 16.41 miles of route 33087, between Mulvane and Wellington, Kans., covered by Newton and Kiowa, Kans., R. P. O. (See Table A ⁺ .)
12.72	7,963	6	14	July 1, 1887	117	Supplied by Wellington, Ill., and by Chicago, Ill., and Evansville, Ind., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Wellington and Hunnewell, Kans.	7	133005 (part)	Cherry Vale, Hunnewell, Kans.	Southern Kansas Rwy.....
West Brownsville and Uniontown.	2	8146	West Brownsville, Uniontown, Pa.	Pennsylvania.....
Weston and Buckhannon, W. Va.	3	13011	Weston, Buckhannon, W. Va.	West Virginia and Pittsburgh.
West Point and Searcy, Ark.	11	29011	Searcy, West Point, Ark.	Searcy and West Point R. R.
West Stewartstown and Coos, N. H.	1	1005	West Stewartstown, Coos, N. H.	Upper Coos R. R.....
West Wareham and Fairhaven, Mass.	1	8050	Fairhaven, West Wareham, Mass.	Old Colony R. R.
Wetumpka and Elmore, Ala.	4	17024	Elmore, Wetumpka.....	Louis. and Nash. R. R.
White Haven and Upper Lehigh.	2	8097	White Haven, Upper Lehigh, Pa.	Central R. R. of New Jersey.
White River Junction and Woodstock, Vt.	1	2013	White River Junction, Woodstock, Vt.	Woodstock R. R.
Whitestone and Whitestone Junction.	2	6094	Long Island City, Whitestone, N. Y.	Long Island.....
Whiting and Birmingham.....	2	7063	Whiting, Birmingham, N. J.	Pennsylvania.....
Whitman and Bridgewater, Mass.	1	3040	Whitman, Bridgewater, Mass.	Old Colony R. R.
Wilkes-Barre and Wanamie..	2	8101	Wilkes-Barre, Wanamie, Pa.	Central R. R. of New Jersey.
Williamsburg and Hollidaysburgh.	2	8084	Hollidaysburgh, Williamsburg, Pa.	Pennsylvania.....
Williamstown and Millersburgh.	2	8106	Millersburgh, Williamstown, Pa.	Northern Central.....
Willow and Fruto, Cal.....	8	48069	Willow, Fruto, Cal.....	Southern Pacific Co.
Willow Junction, (n. o.) and Heppner, Oregon.	8	44011	Willow Junction (n. o.), Heppner, Oregon.	Oregon Rwy. and Navigation Co.
Wilmington and Wrightsville, N. C.	3	13035	Wilmington, Wrightsville, N. C.	Wilmington Sea Coast.....
Wilmot and Millbank, S. Dak.	10	85009	Millbank, Wilmot, S. Dak. ...	C. M. and St. P.
Wilson and Summerton, S. C.	4	14032	Wilson, Summerton	Wilson and Summerton R. R.
Wilton Junction, and Muscatine, Iowa.	6	27090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.
Winchester and North Woburn, Mass.	1	8018	Winchester, North Woburn, Mass.	Boston and Maine R. R.
Windsor Beach and Rochester.	2	6136	Windsor Beach, Rochester, N. Y.	Rome, Wat. and Ogdens
Winfield and Washington, Iowa.	6	127035 (part)	Burlington, Washington, Iowa.	Burlington and North Western.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last re-adjustment.	Average weight of mail whole distance daily.	Remarks.
18.13	13,228	7	12	July 1, 1889	Pounds. 1,740	Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O. Newton and Kiowa, Kans., R. P. O., St. Joseph, Mo., and Caldwell, Kans., R. P. O., and Wellington and Caldwell, Kans., pouch service; at South Haven, Kans., with Beaumont and Anthony, Kans., R. P. O. ¹ 113.41 miles of route 83005, between Cherry Vale and Wellington, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A*.)
18.81	23,550	12	24	July 1, 1889	83	
18.36	20,483	12	24	July 1, 1889	337	Connects Clarksburgh and Weston R. P. O. at Weston, W. Va.
8.23	4,745	21	14	July 1, 1890	223	October 28, 1889, extended to West Point, Ark., increased distance, 3.47 miles. Connects at Kensett, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O. Trains six times per week from West Point to Kensett, Ark., and fourteen times per week from Kensett to Searcy, Ark.
22.72	28,445	12	14	July 1, 1889	217	Supplied by Portland and Island Pond R. P. O.'s.
15.26	19,105	12	40	July 1, 1889	381	Connects at West Wareham with Boston and Cape Cod R. P. O.'s. New Bedford with Rochester.
6.91	8,623	12	6	July 1, 1888	156	
9.66	16,118	15	12	July 1, 1889	100	
14.44	18,079	12	20	July 1, 1889	301	White River Junction with Quechee, Taftsville, and Woodstock. Taftsville with Woodstock and Quechee.
¹ 4.35	10,892	24	14	July 1, 1889	846	¹ Balance of route covered by Thomaston and Long Island City R. P. O. (See Table A*.)
18.51	23,175	12	18	July 1, 1889	94	
7.43	9,802	12	10	July 1, 1889	54	Supplied by Boston and Cape Cod R. P. O., and Boston.
12.87	23,196	21	24	July 1, 1889	123	
14.28	17,879	12	18	July 1, 1889	292	
21.04	26,343	12	28	July 1, 1889	238	
17.18	10,755	6	4	July 1, 1890	44	Connects at Willow, with Redding and Sacramento R. P. O.
46.26	23,559	6	6	July 1, 1890	244	New service established August 10, 1889. Connects at Willow Junction, with Huntington and Portland R. P. O.
8.24	5,784	6	2	July 1, 1889	18	Connects Washington and Wilmington, and Wilmington and Rutherfordton R. P. O.'s., at Wilmington, N. C.
17.26	10,895	6	4	July 1, 1890	94	Supplied by Millbank, S. Dak. Connects at Millbank, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak. R. P. O.
16.06	10,053	6	6	Aug. 12, 1889	62	
12.75	23,944	18	12	July 1, 1887	398	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Muscatine and Montezuma, Iowa, and with Davenport, Iowa, and Atchison, Kans., R. P. O.'s.
4.69	5,872	12	23	July 1, 1889	269	Supplied by initial and terminal offices, and Boston, Mass.
8.30	21,649	25	¹ 40	July 1, 1889	830	¹ Including sacks.
18.57	11,635	6	14	July 1, 1887	470	¹ Balance of route covered by Burlington and Oskaloosa, Iowa, R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Burlington and Oskaloosa, Iowa, R. P. O. Connects at Washington, Iowa, with Davenport, Iowa, and Atchison, Kans., and with Washington and Knoxville, Iowa, R. P. O.'s.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, terminal of route.	Corporate title of company.
Winneconne and Rush Lake, Wis.	10	25007	Rush Lake, Winneconne, Wis.	C. M. and St. P.
Winona Junction (n. o.) and La Crosse, Wis.	16	25014 (part)	Winona, Minn., La Crosse, Wis.	Chic. and Nor. West.
Winston and Rural Hall, N. C.	3	13012 (part)	Greensborough and Rural Hall, N. C.	Richmond and Danville
Winston and Walnut Cove, N. C.	3	13040	Winston, Walnut Cove, N. C.	Roanoke and Southern
Winthrop Junction (n. o.) and Revere, Mass.	1	3079	Winthrop Junction (n. o.), Revere, Mass.	Boston, Revere Beach and Lynn R. R.
Wolfborough and Wolfborough Junction, N. H.	1	1015	Wolfborough Junction, Wolfborough, N. H.	Boston and Maine R. R.
Woodbury and Kalamazoo, Mich.	9	24077	Kalamazoo, Woodbury, Mich.	Chicago, Kalamazoo and Saginaw.
Woodbury and Penn's Grove.	2	7039	Woodbury, Penn's Grove, N. J.	Delaware River.
Woodbury and Riddleton Junction.	2	7022	Woodbury, Riddleton Junction, N. J.	West Jersey.
Woodman and Lancaster Junction (n. o.), Wis.	10	25025 (part)	Galena, Ill., Woodman, Wis.	Chic. and Nor. West.
Woodville, Miss., and Slaughter, La.	4	29007	Slaughter, La., Woodville, Miss.	West Feliciana R. R.
Yale and Zion, Mich.	9	24025 (part)	Zion, East Saginaw, Mich..	Flint and Pere Marquette..
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	3048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R.
Zoar Station and Bowerston, Ohio.	5	21080 (part)	Toledo, Bowerston, Ohio	Wheeling and Lake Erie ...
Zumbrota and Rochester, Minn.	10	26017	Rochester, Zumbrota, Minn.	Winona and St. Peter.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
14.84	9,290	6	10	July 1, 1885	<i>Pounds.</i> 36	Supplied by Ripon, Wis., and by Oshkosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., pouch service.
4.14	10,367	24	14	July 1, 1887	113	¹ Balance of route covered by Chicago, Ill., and Winona, Minn., R. P. O. (See Table A ¹ .) Connects Chicago, Ill., and Winona, Minn., R. P. O., with La Crosse, Wis., and lines centering there.
13.50	8,451	6	2	Oct. 1, 1889	740	Connects Greensborough and Winston R. P. O. at Winston, N. C., and Mount Airy and Wilmington R. P. O. at Rural Hall, N. C.
18.52	23,187	12	14	June 10, 1889	75	Connects Greensborough and Winston R. P. O. at Winston, N. C., and Mount Airy and Wilmington R. P. O. at Walnut Cove, N. C.
1.80	2,890	18	12	July 1, 1889	141	Supplied by Boston, Mass.
12.05	15,087	12	12	July 1, 1889	194	Initial and terminal offices exchange. Connects at Wolfborough Junction with North Conway and Boston R. P. O.
44.60	76,296	18	32	Oct. 16, 1889	105	At Kalamazoo, Mich., connects the Cadillac and Fort Wayne, Detroit and Chicago, Grand Rapids and Elkhart, Grand Rapids and Cincinnati, and Kalamazoo and South Haven R. P. O.'s. At Hastings, Mich., connects the Detroit and Grand Rapids R. P. O. At Woodbury, Mich., connects the Grand Ledge and Grand Rapids R. P. O. At Richland Junction (n. c.), Mich., connects the Toledo and Allegan R. P. O. Order September 13, 1889, extending this line from Hastings to Woodbury, Mich., (13.53 miles) commencing October 16, 1889.
50.31	38,142	18	32	July 1, 1889	251	
22.19	43,618	21	36	July 1, 1889	426	
18.53	11,600	6	14	July 1, 1885	268	¹ Balance of route covered by Montfort, Wis., and Galena, Ill., and Milwaukee and Lancaster, Wis., R. P. O.'s. (See Table A ¹ .) Connect at Woodman, Wis., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O. Supplied by initial and terminal offices, and Milwaukee and Lancaster, Wis., R. P. O.
42.38	26,530	6	20	July 1, 1890	226	
12.74	4,943	12	4	July 1, 1888	508	Balance of route (66.35 miles) covered by East Saginaw and Port Huron R. P. O. Order March 5, 1890, curtailed the R. P. O. service on this route to end at Yale, Mich., and from that point proceed via route 24087 to Port Huron, Mich., in effect March 10, 1890.
2.54	4,432	12	8	July 1, 1889	103	Connects at Yarmouth Junction with Boston and Cape Cod R. P. O.'s.
18.42	15,725	¹⁶	32	July 1, 1888	883	¹ Balance of route covered by Toledo and Marietta R. P. O. (See Table A ¹).
21.44	26,843	12	28	July 1, 1887	178	² Six additional round trips between Sherodsville and Bowerston, Ohio, distance, 6.70 miles. Supplied by initial and terminal offices, and Winona, Minn., and Watertown, S. Dak., R. P. O. Connects at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

RECAPITULATION.

Division.	Num- ber of route.	Miles of route.	Annual miles of service.	Num- ber of pouches ex- changed daily.
First.....	117	1,168.33	1,864,240	2,768
Second.....	241	3,064.78	5,787,364	6,682
Third.....	59	753.44	817,001	768
Fourth.....	79	1,406.46	1,373,753	861
Fifth.....	69	935.80	1,017,928	1,003
Sixth.....	84	1,622.30	1,552,056	1,120
Seventh.....	72	1,487.79	1,397,067	926
Eighth.....	72	2,110.35	1,877,533	945
Ninth.....	31	607.62	743,710	530
Tenth.....	108	2,903.18	2,493,115	1,656
Eleventh.....	45	1,181.28	754,406	493
Total.....	977	17,215.23	19,648,763	17,540
Total as per report for the fiscal year ended June 30, 1889.....	924	17,371.10	18,168,821	14,340
Increase.....	53	* 55.87	1,479,942	3,200

* Decrease.

RAILWAY MAIL SERVICE—COMPARATIVE STATEMENT. 737

TABLE D⁴.—Comparative statement of the railway mail service, 1830 to 1890.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employees of railway mail service.	Annual expenditure for all employees of the railway mail service.
1830	23						
1831	95						
1832	229						
1833	380						
1834	633	78					
1835	1,098						
1836	1,272		*1,878,296				
1837	1,497	974	*1,793,024	*\$307,444	\$0.1714		
1838	1,913		*2,413,090	*410,487	.1701		
1839	2,302		*3,396,055	*520,602	.1532		
1840	2,818		*3,889,033	*595,353	.1530		
1841	3,535		*3,946,450	*585,843	.1484		
1842	4,026	3,091	*4,424,262	432,568	.0977		1622,987.00
1843	4,185		*5,692,402	*733,687	.1289		128,965.00
1844	4,377	3,714	*5,747,355	531,752	.0925		129,744.00
1845	4,633		*6,484,592	*843,430	.1306	43	137,513.00
1846	4,930	4,092	*7,781,828	*870,570	.1118		142,406.00
1847	5,598	4,402	4,170,403	597,475	.1432	136	146,153.00
1848	5,996	4,735	4,327,400	584,192	.1349		154,063.00
1849	7,365	5,497	4,861,777	635,740	.1307		161,512.00
1850	9,021	6,886	6,524,593	818,227	.1254		1107,042.00
1851	10,962	8,255	8,364,503	985,019	.1177	148	1145,897.00
1852	12,908	10,146	11,082,768	1,275,520	.1150	185	1168,966.00
1853	15,360	12,415	12,966,705	1,601,329	.1233	235	176,722.00
1854	16,726	14,440	15,436,389	1,758,610	.1139	257	197,090.00
1855	18,374	18,333	19,202,469	2,073,089	.1079	318	254,498.00
1856	22,016	20,323	21,809,296	2,310,389	.1059	394	287,187.00
1857	24,503	22,530	24,267,944	2,559,847	.1051	451	339,388.00
1858	26,968	24,431	25,763,452	2,828,301	.1097	491	392,736.00
1859	28,789	26,010	27,268,384	3,243,974	.1190	548	429,175.00
1860	30,365	27,129	27,653,749	3,349,662	.1211	582	405,819.00
1861	31,286	132,018	23,116,823	3,543,709	.1100	427	314,179.00
1862	33,170	121,338	22,777,219	3,498,115	.1096	474	295,823.00
1863	33,908	122,152	22,871,558	3,538,517	.1109	525	324,524.00
1864	35,085	122,616	23,301,942	3,567,044	.1101	572	352,701.00
1865	36,801	123,401	24,087,568	3,707,421	.1123	612	342,071.00
1866	39,250	32,092	30,069,467	3,391,592	.1108	702	542,401.00
1867	42,229	34,015	32,437,900	3,812,690	.1175	827	729,690.00
1868	42,229	36,018	34,886,178	4,177,126	.1197	995	820,975.00
1869	46,844	39,537	41,390,284	4,723,680	.1141	1,129	973,560.00
1870	52,914	43,727	47,551,970	5,128,901	.1078	1,106	1,109,140.00
1871	60,283	49,834	55,557,048	5,724,979	.1030	1,362	1,441,020.00
1872	66,171	57,911	62,491,749	6,562,771	.1040	1,647	1,709,545.00
1873	70,278	63,457	65,621,445	7,257,196	.1105	1,885	1,958,876.00
1874	72,383	67,734	72,460,545	8,580,063	.1185	2,175	2,186,330.00
1875	74,096	70,083	76,154,910	9,210,518	.1226	2,242	2,410,490.00
1876	76,898	72,348	77,741,172	9,543,134	.1227	2,415	2,504,140.00
1877	79,089	74,546	85,358,710	8,053,936	.1060	2,500	2,484,846.00
1878	81,776	77,120	92,120,395	9,566,585	.1038	2,608	2,579,013.00
1879	86,497	79,991	93,092,992	9,792,589	.1051	2,609	2,624,890.00
1880	93,671	85,320	96,497,463	10,648,986	.1103	2,948	2,850,980.00
1881	104,813	91,569	103,521,229	11,963,117	.1155	3,177	3,168,801.00
1882	113,329	100,563	113,965,318	13,127,715	.1151	3,570	3,486,719.00
1883	110,552	110,208	129,198,641	13,887,800	.1075	3,855	3,688,032.00
1884	125,150	117,160	142,541,392	15,012,603	.1053	3,963	3,972,071.00
1885	128,067	121,032	151,912,140	16,627,983	.1095	4,387	4,248,299.51
1886	137,986	123,933	165,699,389	15,495,191	.1045	4,573	4,516,825.54
1887	149,913	130,949	169,639,865	16,174,691	.1064	4,851	4,694,561.75
1888	156,062	143,713	185,485,783	17,528,599	.1052	5,094	4,981,365.93
1889	161,397	150,381	204,192,489	19,441,096	.0952	5,448	5,250,838.45
1890	(§)	154,773	216,715,680	20,869,221	.0967	5,836	5,818,655.00

* Including steam-boat service; no separate report.

† Including mail-messenger service.

‡ Service suspended in Southern States.

§ This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The figures in columns in reference to transportation are taken from the reports of the Second Assistant Postmaster-General.

TABLE E^c.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1890 (exclusive of mail separated for city delivery).

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other matter distributed.	Number of packages and cases of registered matter distributed.	Number of through registered pouches handled.	Number of inner registered sacks handled.
First	8,057,701	322,308,040	1,329,483	199,422,450	521,730,490	1,226,224	50,053	39,176
Second	12,904,258	578,303,770	2,232,950	333,442,500	911,748,270	2,725,882	125,190	31,443
Third	5,419,697	216,787,680	976,195	146,434,150	363,224,030	1,076,959	67,361	30,876
Fourth	8,423,741	336,949,640	1,793,288	268,993,200	605,942,840	1,564,572	80,334	27,257
Fifth	19,735,434	789,417,360	4,206,624	630,903,600	1,420,320,960	2,365,549	156,041	23,901
Sixth	14,827,492	593,999,680	3,251,710	457,756,500	1,080,856,180	1,911,528	79,899	22,831
Seventh	12,544,315	501,772,000	2,528,967	379,345,050	881,117,650	1,322,857	54,541	65,327
Eighth	3,686,664	147,466,560	2,719,534	107,930,100	255,396,660	766,688	31,303	19,966
Ninth	10,961,973	438,478,920	2,171,619	325,745,850	764,224,770	934,022	69,610	18,448
Tenth	9,227,641	369,081,640	1,634,379	245,156,850	614,238,490	1,471,393	38,520	17,670
Eleventh	5,725,479	229,019,160	1,117,374	199,906,100	428,925,280	1,210,619	31,502	26,626
Total	111,513,795	4,522,685,260	21,951,543	3,325,038,350	7,847,723,600	16,576,293	795,554	342,654

* Exclusive of 887,621 packages of city letters.

Per cent.

Increase in number of pieces of ordinary mail handled, 1890 over 1889	11.68
Increase in number of pieces of ordinary mail handled, 1890 over 1888	7.63
Increase in number of pieces of registered matter handled, 1890 over 1889	4.19
Decrease in number of pieces of registered matter handled, 1890 from 1888	0.60

TABLE F¹.—Statement of errors made in distribution, etc., by postal clerks during the fiscal year ended June 30, 1890.

Division.	Incorrect slips returned.	Errors on incorrect slips.	Mis sent.				Misdirected.			Errors charged against postal clerks.	Errors charged against postmasters.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Registered pouches and inner registered sacks.	Letter packages.	Pouches.			Sacks.
First	22,182	37,970	2,122	730	207	74	6	144	53	43	23,700	42,297
Second	60,913	116,733	1,744	1,337	321	99	4	177	62	82	85,565	92,433
Third	71,693	175,511	1,971	232	214	126	12	304	44	127	144,524	77,849
Fourth	87,937	171,238	1,566	233	166	59	13	206	17	71	389,108	128,157
Fifth	235,071	601,592	4,102	710	482	93	9	1,013	105	626	455,679	261,713
Sixth	197,528	502,536	4,690	737	500	57	1	942	114	539	778,091	135,601
Seventh	144,131	300,736	2,561	986	594	178	21	709	91	241	492,708	156,368
Eighth	17,046	39,341	281	6	14	4	5	123	2	7	85,410	41,207
Ninth	144,259	397,244	2,188	1,351	370	85	15	375	35	261	131,902	103,165
Tenth	106,216	225,088	1,716	238	189	13	2	292	47	177	350,095	114,109
Eleventh	87,701	201,236	1,593	409	301	127	11	467	45	158	301,675	44,678
Total	1,174,617	2,789,245	24,339	6,969	3,358	865	99	4,752	615	2,332	3,238,547	1,196,597

Number of pieces of mail distributed during the fiscal year ended June 30, 1890	7,865,438,101
Number of errors made in the distribution of the same	2,812,574
Percentage of correct distribution, 1890	99.964
Percentage of correct distribution, 1889	99.974

TABLE GS.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1890.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	No. of errors on incorrect alips.	Missent.					Misdirected.					Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Aberdeen, Miss.	3	4	11	17												
Aberdeen, S. Dak.	2	10	504	1,046	8	2	5			10			2			
Abilene, Kans.	2	7	260	467	6	2	2		1	1				191	89	
Abingdon, Va.	3	3	38	61										26		
Ada, Ohio	3	5	17	54												
Adrian, Mich.	2	9	285	732	8					2			1	834	170	
Aiken, S. C.	3	4	22	31												
Akron, Colo.	3	7	124	307						21						
Akron, Ohio	1	5	426	778	13	2	1			12	3		10	809	082	
Alameda, Cal.	3	8	42	51	1					3				228	139	
Alamosa, Colo.	3	7	2	6												
Albany, N. Y.	1	2	1,123	2,208	41	10	3			10	4		4	6	16	
Albany, Ga.	3	4	19	115	6											
Albany, Oreg.	3	8	146	228	3					2				746	296	
Albany, Mo.	3	7	2	2												
Albion, Mich.	2	0	24	64												
Albuquerque, N. Mex.	2	7	135	232	1					1		1		74	40	
Alexandria, Va.	2	3	87	130	3					4	2			12	15	
Allegheny, Pa.	1	2	455	1,049	7					3	3			24	102	
Allentown, Pa.	2	2	41	60	2	1								46	13	
Alliance, Ohio	2	5	68	89	2					3				214	77	
Alma, Kans.	3	7	98	270										122	12	
Alpena, Mich.	2	0	9	13												
Alton, Ill.	2	6	142	212	1					3				45		
Altoona, Pa.	2	2	203	247	10		1			1	1			84	188	
Americus, Ga.	3	4	5	8										5	19	
Amesbury, Mass.	2	1	10	12										40	34	
Amherst, Mass.	2	1	12	32										173	462	
Amsterdam, N. Y.	2	2	148	202						1				93	56	
Anaheim, Cal.	3	8	20	35	1									813	138	
Anderson, Ind.	3	5	116	254			5			6				106	12	
Anderson, S. C.	3	4	72	105										519	176	
Annapolis, Md.	2	3	108	245	3	1				14	1		2	95	24	
Ann Arbor, Mich.	2	9	206	450										267	128	
Anniston, Ala.	2	4	352	692	10					4				72	117	
Ansonia, Conn.	2	1	47	127										106	8	
Anthony, Kans.	3	7	15	25										233	77	
Appleton, Wis.	2	10	149	228	10		1			1	2			431	8	
Appleton City, Mo.	3	7	70	138	1					1				6	3	
Argentine, Kans.	3	7	47	94		2	1			1				121	20	
Arkansas City, Kans.	2	7	129	230	5	1				1						
Armondale, Kans.	3	7	103	118												
Asbury Park, N. J.	2	2	64	278	1	1				1				36	95	
Ashland, Ky.	3	5	66	86	1									13		
Ashland, Kans.	3	7														
Ashland, Ohio	3	5	71	106										526	82	
Ashland, Oregon	3	8	3	3												
Ashland, Wis.	2	10	124	256	3	1										
Ashtabula, Ohio	2	5	168	270	7	1	1			7				2,810	404	
Astoria, Oreg.	2	8	282	593										35	21	
Asheville, N. C.	2	3	775	1,209	1	1				8	8		1	4,622	331	
Aspen, Colo.	2	7	86	115									1	345	64	
Atchison, Kans.	2	7	1,223	2,729	7	2				8			1	1,222	68	
Athens, Ala.	4	4	20	57												
Athens, Ohio	3	5	107	175	2					1			1	241	60	
Athens, Ga.	2	4	329	436	2	1				2	2		1	219	114	
Atlanta, Ga.	1	4	10,179	22,465	235	2				17	70	3	24	4,086	236	
Atlantic, Iowa	2	6	7	7										14	6	
Atlantic City, N. J.	2	2	95	113	8				1			1		176	171	
Attica, Ind.	3	5	63	121	2									170	29	
Attleborough, Mass.	2	1	2	2	3									2	8	
Auburn, Cal.	3	8	3	8												
Auburn, Me.	2	1	48	88	2					1				46	55	
Auburn, Ind.	3	5	11	16										3		

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	No. of errors on incorrect alips.	Missent.				Misdirected.				Errors checked—				
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Auburn, N. Y.	2	2	340	491					1		2					355	427
Augusta, Ga.	2	4	916	1,341	9						4				2	286	451
Augusta, Kans.	3	7	3	11	1						1						
Augusta, Ky.	4	5	10	11	1												
Augusta, Me.	1	1	1,221	3,049						2	3				1	26	18
Aurora, Ill.	2	5	342	595	1						2				0	132	57
Aurora, Ind.	3	5	32	42							1	1				791	529
Aurora, Mo.	3	7	4	6												80	65
Austin, Tex.	2	11	1,929	4,905	17	1			3	6	18					302	114
Bainbridge, Ga.	3	4										2					
Baker City, Oregon	3	8	54	88													
Bakersfield, Cal.	3	8	56	81	3												
Bardstown, Ky.	3	5	49	86												2	
Baldwin, Kans.	3	7	18	22													
Baltimore, Md.	1	3	2,218	3,538	47	3				1	12	1			4	3,312	7,534
Barnesville, Ohio	3	5	56	82	1						4						2
Bangor, Me.	1	1	59	82	1			1			2	1			1	2	
Barlow, Fla.	3	4	4	7												65	12
Batavia, Ohio.	3	5	13	53													
Batavia, N. Y.	2	2	98	157	3		1									155	107
Batavia, Ill.	2	6	64	118	1											150	12
Bath, Me.	2	1	188	251	7											566	311
Bath, N. Y.	2	2	21	26	1											16	10
Battle Creek, Mich.	2	9	110	237	1						1						
Baxter Springs, Kans.	3	7	1	1													
Bay City, Mich.	2	9	65	85	3											145	72
Beatrice, Nebr.	2	6	81	279	6						2				1	153	279
Beaufort, S. C.	3	4	16	37													
Beaver Falls, Pa.	2	2	50	93							1					132	65
Bedford City, Va.	3	3	286	625	3	1	1				3	1				366	102
Bedford, Ind.	3	5	45	92												50	30
Bel Air, Md.	3	3	30	44	1												
Bellaire, Ohio.	3	5	67	97	1						6					67	138
Bellefonte, Pa.	2	2	30	55												51	59
Bellefontaine, Ohio.	3	5	40	57	2											50	12
Belleville, Ill.	2	6	33	91	1						2					298	38
Belleville, Kans.	3	7	58	120	3	2											
Bellevue, Ohio.	3	5	69	129	1						3					1,085	73
Bellows Falls, Vt.	2	1	7	18	1											4	24
Beloit, Wis.	2	10	70	93	1												
Beloit, Kans.	3	7	18	22												89	78
Benicia, Cal.	3	8	15	18													
Bennington, Vt.	2	1	35	47												92	86
Benton Harbor, Mich.	3	9	25	42							1						
Berea, Ohio.	3	5	28	45								1					
Berkeley, Cal.	2	8	6	10													
Berryville, Va.	3	3	39	69							1					53	
Bethany, Mo.	3	7	3	3													
Bethlehem, Pa.	2	2	40	88	18	1					3					72	27
Beverly, Mass.	2	1	97	220	3						3					494	236
Biddleford, Me.	2	1	41	62							1	1				145	100
Big Rapids, Mich.	2	9	26	40	1												
Biloxi, Miss.	3	4	5	28													
Binghamton, N. Y.	1	2	264	401	1						7		1			29	31
Bird City, Kans.	3	7															
Birmingham, Conn.	2	1	54	82	1						1					73	81
Birmingham, Ala.	1	4	5,809	12,700	69	1			2	5	8	5			2	3,973	561
Bismarck, N. Dak.	2	10	38	53													
Black Hawk, Colo.	3	7	2	3													5
Blacksburg, S. C.	4	4	6	9	22												
Bloomington, Ill.	2	6	804	3,308	25	1	1				6	1			6	435	310
Bloomington, Ind.	3	5	78	129													1
Bluff City, Tenn.	4	5	9	14												14	
Bluffton, Ind.	3	5	72	100	8		1				4					137	28
Boise City, Idaho	3	8	116	210	3						1					63	10

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	No. of errors on incorrect alips.	Mis sent.				Misdirected.					Errors checked—				
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Bolivar, Mo.	3	7	1	3														
Boonville, Mo.	3	7	18	29														
Boston, Mass.	1	11	13,977	25,857	233	2	6			1	77	2		27	1,797	2,997		
Boulder, Colo.	3	7	85	117							1	5			542	153		
Bowling Green, Mo.	3	7	18	30	3										70	63		
Bolivar, Ohio	4	5	7	11											79	1		
Bowling Green, Ky.	2	5	139	221							3				572	61		
Bowling Green, Ohio	3	5	104	159							5			3	24	15		
Brattleboro, Vt.	2	1	40	78	1										27	263		
Bradford, Pa.	2	2	193	350	1		1				2	5			430	482		
Brazil, Ind.	3	5	98	175	2						2			2	315	70		
Breckenridge, Colo.	3	7	19	56			1								96	63		
Bridgeport, Ohio	3	5	47	99							1				1	10		
Bridgeport, Conn.	1	1	286	708	21		5		1	1	3				122	163		
Bridgeton, N. J.	2	2	6	7											11	11		
Bristol, Tenn.	3	5	25	45			1								58	146		
Bristol, Conn.	2	1	16	18							2				5	16		
Brookport, N. Y.	2	2	23	26			1				1	1			42	66		
Brookton, Mass.	2	1	148	260	10						6				225	147		
Brookfield, Mo.	3	7	45	145	2		1				1				84			
Brooklyn, N. Y.	1	2	5,444	8,403	15		3			1	29	2			495	12,047		
Brookville, Ind.	3	5	14	16							1			3				
Brownsville, Tenn.	3	5	43	129	2						1				83	12		
Brunswick, Mo.	3	7	8	10														
Brunswick, Ga.	4	4	193	470	1		8				2				458	26		
Bryan, Ohio	3	5	19	31											112			
Bucyrus, Ohio	2	5	70	118							3							
Buena Vista, Colo.	3	7	8	12			1				1							
Buffalo, N. Y.	1	2	2,066	4,913	34	10				3	30	13		12	103	601		
Burlington, Kans.	3	7	49	69			1											
Burlington, Kans.	3	7	9	9			1								8	10		
Burlington, Iowa.	1	6	220	392	4						1				202	69		
Burlington, Vt.	2	1	226	669	2						1			1	192	205		
Butler, Pa.	2	2	12	24	1						1	1			12	59		
Butler, Ind.	3	5	11	27							1							
Butler, Mo.	3	7	32	44			1				2							
Butte City, Mont.	2	10	351	788	4		2				1							
Cadillac, Mich.	3	9	1	1														
Cadiz, Ohio	3	5	146	814										1				
Cairo, Ill.	2	6	59	109	1		2				1		1	1,567	164			
Caldwell, Kans.	3	7	27	46										2	177			
Caldwell, Ohio	3	5	2	12														
California, Mo.	3	7	269	440	1										561	2		
Callatoga, Cal.	2	8	2	3														
Cambridge City, Ind.	3	5	11	14											40			
Cambridge, Ohio	3	5	98	161	8		2				1				247	125		
Camden, N. J.	2	2	109	300	1	1	1				3				13	59		
Cameron, Mo.	3	7	4	6											2	9		
Cauandaigua, N. Y.	2	2	84	157	1		1								186	144		
Canton, Ill.	2	6	28	35			1				1							
Canton, Mo.	3	7	15	39							1							
Canon City, Colo.	3	7	128	195	1										24	13		
Canton, Ga.	4	4	5	8											131	32		
Canton, Miss.	3	4	12	15														
Canton, Ohio.	2	5	372	702	2						16				5	8		
Cape Girardeau, Mo.	3	7	7	33											29	5		
Carey, Ohio.	3	5	16	28											11	3		
Carlsale, Ky.	2	5	31	42											213	121		
Carlsale, Pa.	2	5	57	75	1						2				20	15		
Carrollton, Ky.	3	5	22	40											339	59		
Cartertsville, Ga.	3	4	10	14											58	96		
Carrollton, Mo.	3	7	26	32		3				2		2						
Carson City, Nev.	3	8	10	18											74	22		
Carthage, Mo.	2	7	66	100											823	146		
Cattlettsburgh, Ky.	3	5	81	295										1				

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Mis-sent.				Misdirected.				Errors checked—			
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Catskill, N. Y.	2	2	25	26											126	94
Cave Springs, Ga.	2	4	16	71											1	1
Cawker City, Kans.	3	7	6	9											22	2
Cedar Falls, Iowa	1	6	14	20	1										225	46
Cedar Rapids, Iowa	1	6	386	790	20										225	46
Central City, Colo.	3	7	3	3	1										348	73
Centralia, Mo.	3	7														
Chambersburg, Pa.	2	2	255	422	3					4	1				218	69
Champaign, Ill.	2	6	187	408	18					1	1				316	16
Chanute, Kans.	3	7	8	8											21	24
Cheney, Wash.	3	8	14	21											230	24
Chagrin Falls, Ohio	3	5	22	24			1			1					60	101
Charleston, Mo.	3	7	12	35			1			1					112	25
Charleston, W. Va.	2	3	52	74	2	2			1						56	128
Charleston, S. C.	1	4	1,348	2,104	20		1			9				3	892	1,010
Charlestown, W. Va.	2	3	27	33											14	10
Charlotte, Mich.	2	9	98	218											414	313
Charlotte, N. C.	2	3	630	1,336	33	4	22		1	4	8	3			88	126
Charlottesville, Va.	3	3	170	287	3					2	2	2			1,139	390
Chattanooga, Tenn.	1	5	1,996	3,651	26	1				1	10	2		5	1,894	2,017
Cheboygan, Mich.	3	9	44	71						1						
Cherokee, Kans.	3	7	9	23												
Cherry Vale, Kans.	3	7	9	9		3	2									
Chester, Pa.	2	2	157	213	9					2					670	323
Chester, S. C.	3	4	155	330											182	374
Chetopa, Kans.	3	7	33	42	2	2				1	5	1				
Cheyenne, Wyo.	2	6	456	997	8					5	1			5	200	113
Chicago, Ill.	1	6	44,278	76,505	567	2	1			9	238	5		123	3,731	3,640
Chico, Cal.	3	8	13	22												
Chillicothe, Mo.	3	7	169	539			1			1						
Chillicothe, Ohio	2	5	297	531	2					7				1	666	367
Chippewa Falls, Wis.	2	10	83	147	4					1	1				25	7
Christiansburg, Va.	3	3	91	282	4					2	2				236	56
Cincinnati, Ohio	1	5	9,664	14,267	118	2	6			9	173	1		51	7,069	5,881
Circleville, Ohio	2	5	66	110	1					4	1				19	8
Clarkburg, W. Va.	3	3	117	238	6					3	3	2		1	378	210
Clarksville, Mo.	3	7	30	47												
Clarksville, Tenn.	2	5	47	148						3					106	5
Clay Centre, Kans.	3	7	160	307	4					1	1				133	63
Cleveland, Ohio.	1	5	3,987	5,009	77	2	1			25	1			20	8,742	4,417
Cleveland, Tenn.	3	5	105	171		1				4	1				162	13
Clinton, Iowa	2	6	77	135	3					1					433	106
Clinton, Mo.	3	7	183	276		2	7			1					10	14
Clinton, Mass.	2	1	18	32	4					1				1	20	7
Cloverdale, Cal.	3	8	1	1												
Clyde, Ohio	3	5	28	50						1						
Clyde, Kans.	3	7	51	90	3					1	1				68	7
Coffeyville, Kans.	3	7	57	76		1				1	3				70	151
Cohoes, N. Y.	2	2	56	69		5					3				2	
Colby, Kans.	3	7	46	67	4	1									44	1
Coldwater, Kans.	3	7	59	132											884	14
Coldwater, Mich.	2	9	218	362	14	1				1						
Colfax, Wash.	3	8	33	41	1											
Colorado Springs, Colo.	2	7	737	1,192		1			2	6	1				2,139	443
Colton, Cal.	3	8	69	86	3					2	1				45	57
Columbia, Tenn.	3	5	293	497	4	1	1							2	631	42
Columbia, Pa.	2	2	44	60												
Columbia, Mo.	2	7	259	741	4					4	1			2	659	79
Columbia, S. C.	2	4	347	564	2					10					179	405
Columbus, Ga.	2	4	621	853	12	2	2			4				2	1,312	197
Columbus, Ind.	2	5	98	134						4					138	37
Columbus, Kans.	3	7	91	194	2					1	174	8				
Columbus, Ohio.	1	5	2,793	5,383	51	6			1	46	2			17	3,657	1,889
Columbus Grove, Ohio	3	5	8	18												
Columbus, Miss.	3	4	113	171	1					1					22	78

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.					Misdirected.					Errors checked—		
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Colusa, Cal.	3	8	11	21	1											57	33
Concord, N. H.	2	1	44	59	1						1	1				18	11
Concord, N. C.	3	3	52	124												322	49
Concordia, Kans.	3	7	13	22						1	1						
Connersville, Ind.	3	5	87	110							2					60	56
Corinth, Miss.	3	4	18	52													
Corning, N. Y.	2	2	38	72						1						1	3
Coronado, Cal.	3	8	20	45	1												
Corry, Pa.	2	2	27	83	3					1	2					10	20
Corviana, Tex.	2	11	44	98												70	42
Cortland, N. Y.	2	2	184	456	1					4						173	191
Corvallis, Oregon	3	8	19	24												35	
Coshocton, Ohio	3	5	32	77	1											112	4
Council Bluffs, Iowa	1	6	644	1,722	12	1				10	4			2		862	394
Council Grove, Kans.	3	7	3	3												7	
Covington, Ind.	3	5	12	15						6	2			1	1,157	54	21
Covington, Ky.	2	5	245	394	6					1						7	333
Crestline, Ohio.	3	5	5	5						1							
Creston, Iowa	2	6	21	58						1				2		132	68
Crawfordsville, Ind.	1	5	283	430	4					4	2					409	80
Crown Point, Ind.	3	5	13	23												38	1
Cullman, Ala.	4	4	60	141	1					1	1						
Culpeper, Va.	3	3	6	21												1	
Cumberland, Md.	2	3	99	124	2					2	2					196	13
Cumberland, Ohio	4	5	3	7												64	
Cuyahoga Falls, Ohio.	3	5	47	65	1					1						3	
Cynthiana, Ky.	3	5	28	31													
Dallas, Tex.	1	11	2,801	4,853	21	3	10	2	5	3	23				12	2,879	525
Dalton, Ga.	3	4	40	49													
Danbury, Conn.	2	1	11	15	6												4
Dansville, N. Y.	2	2	9	12												12	5
Danville, Ill.	2	6	124	228	3					1						93	344
Danville, Ky.	3	5	119	173						2							13
Danville, Pa.	2	2	82	178	1											212	120
Danville, Ind.	3	5	438	1,185						5	1					94	16
Danville, Va.	2	3	432	773	7	1	5		1	6	2			6		1,460	920
Darlington, S. C.	3	4	40	80						1							
Davenport, Iowa.	2	6	938	2,912	4					1	22	1			15	134	28
Dayton, Ohio.	1	5	1,283	2,773	29	2				41	4				7	779	670
Dayton, Tenn.	3	5	75	118						1					1		
Decatur, Ala.	3	4	65	154						1	1						
Decatur, Ind.	3	5	15	66													
Decatur, Ill.	2	6	582	1,090	20	1				4						110	62
Decorah, Iowa.	2	6	122	337	3											1,034	875
Defiance, Ohio.	2	5	66	113						1						832	138
De Land, Fla.	3	4	79	146						1						17	49
Delaware, Ohio	2	5	64	89						1						2	8
Delphi, Ind.	3	5	77	197	4											143	75
Delphos, Ohio	3	5	28	65	1											178	
Denning, N. Mex.	3	7	39	66												517	5
Denver, Colo.	1	7	6,602	11,035	133	10	1			1	75	4			23	1,191	576
Des Moines, Iowa.	1	6	2,479	6,052	64	1				15	1				8	1,112	
Denison, Tex.	2	11	275	612	1					5				1	1	661	401
De Soto, Mo.	3	17														52	37
Detroit, Mich.	1	9	3,241	5,340	41		1			1	18	1			5	338	474
Dighton, Kans.	3	7	22	43												129	
Dixon, Cal.	3	8	10	13													
Dixon, Ill.	2	6	86	238		1										84	
Dodge City, Kans.	2	7	84	148		1										27	66
Dover, N. H.	2	1	71	110	9					2						29	35
Downs, Kans.	3	7	2	3													
Dresden, Ohio	4	5	18	72												91	2
Dubuque, Iowa	2	6	926	1,610	28	2				2	5	2			2	2,113	887
Duluth, Minn.	1	10	1,180	1,836	8												
Dunkirk, N. Y.	2	12	65	103											1	102	34

TABLE G*.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned	No. of errors on incorrect alips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Durango, Colo.	3	7	9	17													18	1
Durham, N. C.	2	3	97	119													349	100
East Las Vegas, N. Mex.	3	7	46	273	1	1	5		1				1				44	75
East Liverpool, Ohio.	2	5	142	354	14						18						52	23
Eaton, Pa.	2	2	60	84	20	1					2	2				1	44	75
East Orange, N. J.	2	2	68	84	2						1						277	408
East Portland, Oregon	3	8	302	466							1						229	74
East Saginaw, Mich.	1	9	238	436	6						1						171	59
Eaton, Ohio	3	5	28	40	1												19	1
Eaton Rapids, Mich.	3	9	74	120													58	93
Eau Claire, Wis.	2	10	216	367	3						1						501	500
Edgefield, S. C.	3	4	30	93													112	98
Edina, Mo.	2	7	3	9													54	17
Edinburgh, Ind.	3	5	29	42														
El Dorado, Kans.	3	7	60	65	4					1							450	283
Elizabeth, N. J.	2	2	53	65	1												445	772
Elgin, Ill.	2	6	1,994	4,478							6						500	156
Elizabeth City, N. C.	3	3	7	7														
Elizabethtown, Ky.	3	5	7	25														
Elkhart, Ind.	2	5	333	630	2						24	1				1	5	1
Elkton, Ky.	4	5	19	61													181	5
Ellensburg, Wash.	3	8	62	85							1						90	70
Ellicott City, Md.	2	3	16	21	3						1							
Ellia, Kans.	3	7	15	22							1						32	
Ellsworth, Kans.	3	7	46	77	1	1					1	1						
Elmira, N. Y.	1	2	280	531	8		1				1	1	1				26	23
Elvira, Ohio	2	5	61	110													245	49
Eminence, Ky.	3	5	29	31							2							
Emmitsburg, Md.	3	3	6	6													1	
Emporia, Kans.	2	7	130	343	1	1			1		5						385	212
Englewood, Ill.	2	6	489	773	2						1					1	3,114	1,219
Eric, Kans.	3	7	8	29													28	
Erie, Pa.	1	2	478	761	7					1	8	1				2	57	2
Escanaba, Mich.	2	10	44	67														
Eufaula, Ala.	3	4	12	21													172	83
Eugene City, Oregon.	3	8	237	391	4						2						172	106
Eureka, Cal.	2	8	27	38														
Eureka, Kans.	3	7	75	171							2						83	21
Eureka, Nev.	3	8	3	5														
Eustis, Fla.	3	4	2	2														
Evanston, Ill.	2	6	131	201							2						401	158
Evansville, Ind.	1	5	435	708	4		1				5						674	454
Excelsior Springs, Mo.	3	7	10	12														
Fairmont, W. Va.	2	3	7	10													10	
Fall River, Mass.	2	1	31	69	10		1				1						90	60
Fargo, N. Dak.	2	10	668	1,347	11	1					5					1		
Faribault, Minn.	2	10	70	127	1						3						368	182
Farmington, Mo.	3	7																
Farmville, Va.	3	8	24	34							1						2	8
Fayette, Mo.	3	7	3	7						1								
Fayetteville, N. C.	3	8	107	167	2	1					2						350	117
Fernandina, Fla.	3	4	143	198	1												11	12
Findlay, Ohio.	2	5	173	265	1												3	4
Fitchburg, Mass.	2	1	61	103	2						1						79	147
Flint, Mich.	2	9	91	173							2						204	6
Flemingsburgh, Ky.	3	5	21	49													62	29
Florence, Ala.	3	4	184	845							5						377	287
Florence, S. C.	3	4	68	109	4												97	114
Florence, Kans.	3	7	48	74		1											170	68
Flushing, N. Y.	2	2	4	4													57	236
Fond du Lac, Wis.	2	10	66	80	3												17	
Fort Collins, Colo.	3	7	29	54														
Fort Dodge, Iowa.	2	6	61	177	7		2				1						28	
Fort Leavenworth, Kans.	3	7	91	197	1												227	4
Fort Madison, Iowa.	2	6	236	550	6		1				6					5	3	

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Miscent.					Misdirected.					Errors checked—		
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Fort Payne, Ala.	4	4	16	23												37	9
Fort Plain, N. Y.	4	2	60	114												2	5
Fort Recovery, Ohio	4	5	7	22													
Fort Scott, Kans.	2	2	229	455	3	1										231	131
Fort Smith, Ark.	2	2	378	688												1,378	190
Fort Worth.	2	11	1,537	2,891	22	3	2				4	3				507	84
Fort Wayne, Ind.	1	6	735	1,459	40	6					13	1				13	56
Fortress Monroe, Va.	3	3	31	32							1					20	13
Postoria, Ohio.	2	5	359	640	2	1					2					184	154
Frankfort, Ind.	3	5	84	185			1				1					108	27
Frankfort, Ky.	2	5	564	1,036	3						9	2				1	12
Frankfort, Kans.	3	7															
Franklin, Ind.	3	5	96	144	2												
Franklin, Ky.	3	5	37	47							2						
Franklin, Ohio.	3	5	28	35												27	24
Franklin, Pa.	2	2	70	134	3						2					281	82
Franklin, Tenn.	3	5	215	348	1						2					897	262
Frederick, Md.	2	3	98	134	3											87	12
Fredericksburgh, Va.	3	3	335	620	2	1			1		3					115	3
Fredonia, Kans.	3	7	101	159	1	3						1				11	1
Fredonia, N. Y.	2	2	50	102							1					92	48
Fremont, Nebr.	2	6	215	423	4									1		903	429
Freeport, Ill.	2	6	162	168	11	1										15	1
Fremont, Ohio.	2	5	94	138			1				1					9	6
Fresno, Cal.	2	8	184	409							3					310	101
Front Royal, Va.	3	3	19	29												3	3
Frostburgh, Md.	3	3	2	2												53	27
Fulton, Mo.	3	7	20	22												3	1
Fulton, N. Y.	2	2	48	126							3						
Gadsden, Ala.	3	4	144	248	7						1					196	78
Gainesville, Fla.	3	4	75	121	1	1										119	41
Gainesville, Ga.	3	4	219	359	17						1					337	84
Gainesville, Tex.	2	11	658	1,162	3	1	1				2					608	70
Galena, Kans.	3	7	56	97													
Galesburgh, Ill.	2	6	450	1,668	14						9						
Gallion, Ohio.	3	5	34	55													
Gallatin, Mo.	3	7	2	4													
Gallatin, Tenn.	3	5	43	111		1					2					48	4
Gallipolis, Ohio.	2	5	78	103												1	19
Galveston, Tex.	1	11	2,440	4,251	5	1					26				10	1,515	806
Garden City, Kans.	2	1	125	164							2	3			1	296	182
Gardiner, Mo.	2	1	10	10			2										
Garnett, Kans.	3	7	8	10													
Garrett, Ind.	3	5	5	10							2						
Garrettsville, Ohio	3	5	7	16												107	2
Georgetown, Colo.	3	7	3	3												56	47
Georgetown, Ky.	3	5	104	198												10	20
Georgetown, S. C.	3	4	169	287	3											20	16
Geneva, Ohio.	3	5	61	71							1						
Geneva, N. Y.	2	2	261	410							9					25	26
Geneva, Ohio.	3	9	121	305	1		1									194	37
Girard, Kans.	3	7	90	159	1											346	72
Griffin, Ga.	3	4	101	125	4							1				189	83
Glasgow, Ky.	3	5	67	160							1					1,503	115
Glasgow, Mo.	3	7	13	20		1										13	24
Glen Allen, Va.	3	3	7	12												75	13
Glen Falls, N. Y.	2	2	44	62							1					19	1
Glenwood Springs, Colo.	3	7	38	110		1			2								
Gloucester, Mass.	2	1	32	43	4											224	139
Gloversville, N. Y.	2	2	133	167												149	174
Golden, Colo.	3	7	20	54													
Goldensborough, N. C.	3	3	73	99		1										282	61
Goodland, Ind.	4	5	23	33							1					16	30
Goodland, Kans.	3	7															
Gordonsville, Va.	3	3	6	7		1					1						

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	No. of errors on incorrect alips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Hilldale, Mich.	2	2	56	117							1						58	17
Hinton, W. Va.	2	3	1	1														
Hoboken, N. J.	2	2	45	80	2						2						404	450
Holden, Mo.	2	2	97				3					2						
Hollister, Cal.	2	8	1	1														
Holly Springs, Miss.	2	4	3	3														
Holton, Kans.	2	7	58	135	1	1					3	2					43	15
Holyoke, Colo.	2	7	9	8														
Holyoke, Mass.	2	1	126	225	2						3	3					45	85
Hosack Falls, N. Y.	2	2	17	25													151	69
Hopkinsville, Ky.	2	5	187	513							1						679	195
Hornellsville, N. Y.	2	2	28	35													6	2
Horton, Kans.	2	7	29	55	2													
Hot Springs, Ark.	2	11	207	307	4				1		2					5	1,591	211
Houston, Tex.	2	11	911	1,566	5	6					5	2				5	587	147
Howard, Kans.	2	7																
Hudson, Mich.	2	9	7	8													5	
Hudson, N. Y.	2	2	53	105			2					5					43	117
Hudson, Ohio.	2	5	31	49													157	103
Humboldt, Kans.	2	7	30	50	1	1						4						
Humboldt, Tenn.	2	5	8	25														
Huntingburgh, Ind.	2	5	42	51													36	18
Huntington, Pa.	2	2	35	134	3	1									2		21	153
Huntington, Ind.	2	5	1	43													36	8
Huntington, W. Va.	2	3	189	335	1												410	167
Huntsville, Ala.	2	4	262	636							2	1			1		161	156
Huntsville, Mo.	2	7	4	4														
Huron, S. Dak.	2	10	763	1,663	11	1	8				2				2		58	15
Hutchinson, Kans.	2	7	341	464	1	1					1						187	75
Hyde Park, Mass.	2	1	26	37													170	89
Idaho Springs, Colo.	2	7	9	9														
Independence, Kans.	2	7	28	29		1											15	25
Independence, Mo.	2	7	135	215	1	3	1				1	1			1		184	143
Indianapolis, Ind.	1	5	3,877	9,578	64	3	1				3	50	3		23	5,440	2,147	
Iola, Kans.	2	7	48	112	2	3	1				1	1	1				53	31
Ionia, Mich.	2	9	83	86														
Iowa City, Iowa.	2	6	188	454	3							16					10	1
Ironton, Ohio.	2	5	107	235							6						13	22
Ishpeming, Mich.	2	10	15	51														
Ithaca, N. Y.	2	2	76	157	1	1					2						112	1
Jackson, Mich.	2	9	350	635	3	1					2						375	153
Jackson, Miss.	2	4	527	1,017	6						3						172	34
Jackson, Ohio.	2	5	9	9														
Jackson, Tenn.	2	5	81	152													135	22
Jacksonville, Fla.	1	4	300	415	4						2			2	1		299	163
Jacksonville, Ill.	2	6	253	511	16							1			2		340	402
Jamestown, N. Y.	2	2	125	173							1						11	27
Janeville, Wis.	2	10	73	200	2												64	
Jasper, Ind.	2	4	24	32								1			1			
Jefferson City, Mo.	2	7	180	374	3	1					3						556	99
Jefferson, Ohio.	2	5	19	30														
Jeffersonville, Ind.	2	5	145	183		1					2						14	53
Jersey City, N. J.	1	2	1,347	2,824	15	1					12				4		781	479
Jewell, Kans.	2	7	5	21														
Johnstown, N. Y.	2	2	99	153		2									1		258	153
Johnstown, Pa.	2	2	146	189	1	1											503	130
Joliet, Ill.	2	6	189	384	2										1		255	67
Joplin, Mo.	2	7	383	909	18	2	1		1		7				2			
Julesburgh, Colo.	2	7	2	4														
Junction City, Kans.	2	7	130	346	1		4		1						1		4	2
Kahoka, Mo.	2	7	3	4														
Kalamazoo, Mich.	1	9	368	889		4					13						7	2
Kankakee, Ill.	2	6	35	53		1											42	2
Kansas City, Kans.	2	7	1,914	3,951	5						16	1			1	3,877	1,032	
Kansas City, Mo.	1	1	714,797	19,689	139		20				1,128	8			22	5,957	3,839	

TABLE G⁴.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Misagent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Lima, Ohio	2	5	102	174	6												113	37
Lincoln, Ill.	2	6	26	28								2					40	23
Lincoln, Kans.	3	7	1	1														
Lincoln, Nebr.	1	6	1,208	3,046	63	2	1				20	1				2	1,782	893
Lindsborg, Kans.	3	7	2	2													2	3
Little Falls, N. Y.	2	2	113	173							3						225	88
Little Rock, Ark.	1	11	1,082	2,918	15	5	6				8	2				10	566	245
Lock Haven, Pa.	2	2	7	111													175	87
Lockport, N. Y.	2	2	128	255	1											1	67	152
Logan, Ohio	3	5	25	63							2							
Logansport, Ind.	2	5	183	346	3	1					6						1,288	548
Lonaconing, Md.	3	8									1							
London, Ohio	3	5	28	34												1	51	89
Long Island City, N. Y.	2	2	49	62													1	3
Longmont, Colo.	3	7	35	45													322	333
Logosotee, Ind.	4	5	8	15							2						5	1
Lorain, Ohio	3	5	15	19													5	2
Los Angeles, Cal.	1	8	1,867	2,579	39	4	1				8	9	1			5	8,360	3,886
Louisiana, Mo.	3	7	134	406	5													
Louisville, Ky.	1	5	8,179	14,296	221	10					22	125	14	1		44	20,853	8,861
Loveland, Colo.	3	7	6	9														
Loveland, Ohio	4	5	7	12	8						5						44	14
Lowell, Mass.	1	1	358	590	7												269	156
Ludington, Mich.	3	9	30	149							1							
Luray, Va.	3	3	34	56	3												2	
Lynchburgh, Va.	2	3	646	995	10	1	1				1	1					506	218
Lyndon, Kans.	3	7	70	179	1		1										282	81
Lynn, Mass.	1	1	411	1,349	4												537	587
Lyons, Kans.	3	7	94	184	2		1										536	105
McKeesport, Pa.	2	2	115	153	4	5					8						157	107
McMinville, Oregon	3	8	1	1														
McPherson, Kans.	2	7	142	189	4	3	1				1	2					235	77
Macan, Ga.	2	4	692	934	4						4					2	795	219
Macon City, Mo.	3	7	60	116								1	1					
Madison, Ga.	3	4	7	9	1												33	
Madison, Ind.	2	5	125	195	1						2						137	96
Madison, Wis.	2	10	246	518	1						3	1					169	56
Madisonville, Ky.	3	5	14	36														
Malden, Mass.	2	1	1	3													2	7
Malone, N. Y.	2	2	59	111							1						5	6
Manchester, N. H.	2	1	171	391	5		1				2					3	706	865
Manchester, Ohio	4	5	54	144	1												283	126
Manchester, Va.	3	3	112	189			1				4	2					236	138
Manhattan, Kans.	3	7	650	1,728	9		3				1	2	2			3	845	196
Manistee, Mich.	2	9	32	133													219	123
Manitou Springs, Colo.	3	7	130	236	1												762	204
Mankato, Kans.	3	7	25	63													142	13
Mankato, Minn.	2	10	92	130	4													
Mansfield, Ohio	2	5	140	301	9						4	2					16	16
Marietta, Ga.	3	4	71	146					1		1						206	66
Marietta, Ohio	2	5	120	178							1	3	2				49	87
Marinette, Wis.	2	10	57	93														
Marion, Ind.	3	5	110	211													274	47
Marion, Kans.	3	7	277	727	3	1					2	6					1,080	245
Marion, Ohio	2	5	69	92			3										11	3
Marion, S. C.	3	4	207	377	1						2						1,389	75
Marion, Va.	3	3	18	40													251	
Marlborough, Mass.	2	1	65	77	2												238	103
Marquette, Mich.	2	10	113	226	1													
Marshall, Mich.	2	9	10	20														
Marshall, Mo.	3	7	80	117	4												1	6
Marshall, Tex.	2	11	442	685	4		2				4					1	771	156
Marshalltown, Iowa	2	6	105	257	5						2						70	4
Martinsburgh, W. Va.	3	3	94	114													50	14
Martin's Ferry, Ohio	3	5	48	71	3						2					1	66	14

TABLE G².—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	Misent.						Misdirected.						Errors checked—	
				No. of errors on incorrect alips.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Moundsville, W. Va.	3	3	12	21	1											27	22
Mount Gilead, Ohio.	3	5	17	27						1						61	17
Mount Pleasant, Iowa.	2	6	234	414						11	1					100	36
Mount Sterling, Ky.	3	5	104	172												124	153
Mount Vernon, Ind.	3	5	40	51	1											133	25
Mount Vernon, N. Y.	3	2	29	69												264	1,501
Mount Vernon, Ohio	3	5	137	203	2									2		314	100
Muncie, Ind.	3	5	71	98	4	1				5	1					1	
Murfreesborough, Tenn.	3	5	41	84												6	2
Muscatine, Iowa	3	6	183	390	4				1	3				1		171	61
Muskegon, Mich	3	9	36	62	1											394	23
Napa City, Cal	2	8	22	30												163	62
Napoleon, Ohio	3	5	1	1						1						12	4
Nashua, N. H.	2	1	53	99	9					2						20	122
Nashville, Tenn.	1	5	3,914	6,282	20					19				10		719	656
Natchez, Miss.	2	4	100	161												70	14
Natick, Mass.	2	1	7	12		1										23	6
National City, Cal.	3	8	101	196	2		1			1						200	28
Nat'l Military Home, Ohio	3	5	30	36												145	57
National Stock Yards, Ill.	2	6	311	1,320	1					1				1		19	1
Nebraska City, Nebr	2	6	81	184	3									1		136	149
Nelsonville, Ohio	3	5	10	18													
Neosho, Mo.	3	7	75	146		1				1						301	16
Neodosha, Kans.	3	7	30	73		1				1						59	8
Ness City, Kans.	3	7	3	3			4										
Nevada City, Cal.	3	8	10	13													
Nevada, Mo.	2	7	184	350						3			1			380	69
Newark, N. J.	1	2	2,128	3,536	46	15		1		3	10	1				32	14
Newark, N. Y.	2	2	21	71												67	20
Newark, Ohio.	2	5	416	789	10					4				1		644	178
Newberry, S. C.	3	4	176	285												85	61
Newburgh, N. Y.	3	2	101	142	3											377	847
Newburyport, Mass.	2	1	51	108	7					2						5	16
Newnan, Ga.	3	4	7	8		2										170	57
Newport, Ky.	2	5	235	410	5					3						22	15
Newport, R. I.	2	1	84	309	5					1				1			
Newport News, Va.	3	3	56	76	1											79	25
Newton, Kans.	2	7	155	249		1				1						68	31
Newton, Mass.	2	1	17	25	1					1						18	23
Newtonville, Mass.	2	1	5	6												73	77
New Albany, Ind.	2	5	330	602	12	1	1			2						359	337
New Bedford, Mass.	1	1	69	112	2					3	1					136	447
New Berne, N. C.	3	3	130	223												307	115
New Brighton, N. Y.	2	2	17	41						1						2	119
New Britain, Conn.	2	1	59	125						1	1						2
New Brunswick, N. J.	2	2	77	165	1	1			2	1	1					24	83
New Castle, Ind.	3	5	18	37												3	4
New Castle, Pa.	2	2	90	132	2											55	53
New Decatur, Ala.	4	4	84	165													
New Haven, Conn.	1	1	512	938	16					8	3					109	329
New London, Conn.	2	1	38	56						2						4	12
New Orleans, La.	1	11	10,761	17,607	70	1				5	76	1		9		788	803
New Philadelphia, Ohio.	3	5	20	41	2					2	1					88	23
New Rochelle, N. Y.	2	2	6	6	1												
New York, N. Y.	1	2	89,552	190,508	390	14	11			13	489	7	1			30,600	6,230
Niagara Falls, N. Y.	2	2	25	41													8
Nickerson, Kans.	3	7	3	5													
Nicholasville, Ky.	3	5	87	155						2						199	66
Niles, Mich.	3	9	13	57	1					4							
Niles, Ohio.	3	5	11	11						1							
Northampton, Mass.	2	1	44	119	2					2						32	73
Noblesville, Ind.	3	5	61	112													
Norfolk, Va.	1	3	851	1,616	19	2				8	1					1,393	743
North Adams, Mass.	2	1	49	95										2		51	29
North Attleborough, Mass.	2	1	2	3						1							

TABLE G⁵.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—	
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices
North Baltimore, Ohio	3	5	28	40							1						57	23
North Manchester, Ind	3	5	11	25							2						7	
North Vernon, Ind	3	5	13	15														
North Yakima, Wash.	3	8	36	90								1						24
Northport, N. Y	2	2	14	66													11	115
Norton, Kans.	3	3	7	7	1						1						22	
Norristown, Pa.	2	1	9	8													9	
Norwalk, Conn	2	1	7	10							1						15	14
Norwalk, Ohio	2	5	206	464	2	2					6						683	190
Norwich, Conn	2	1	18	49	1	1											12	113
Norwich, N. Y	2	5	74	133							1	2					7	5
Notre Dame, Ind	3	5	45	82							8				1		220	20
Oakland, Cal	1	8	823	1,251	6	1					10						168	75
Oakland, Md	3	2	26	44							1	1					74	39
Oakolona, Miss	3	4	1	2														
Oak Park, Ill	2	6	11	39													72	74
Oberlin, Kans.	3	7	1	1													2	4
Oberlin, Ohio	2	5	77	126														
Ocala, Fla.	3	4	115	609	3	3	1				3						54	42
Ogden, Utah	2	8	142	215	2						8						29	7
Ogdensburg, N. Y	2	2	223	735	3	2					8	2					14	21
Oil City, Pa.	2	2	43	118	1	2				1					1		30	8
Olathe, Kans	3	7	260	501	1	1					2						19	113
Olean, N. Y	2	2	28	36	1	2												
Olneyville, R. I	2	1									2						923	271
Olympia, Wash	1	6	345	731	4						18	3			4	3,038	2,864	
Omaha, Nebr	2	1	186	7,415	45	3	1				1						137	82
Oncida, N. Y	2	2	81	124							1						166	115
Onondaga, N. Y	2	2	66	109					1			1					58	69
Ontario, Cal	3	8	30	71													420	71
Opelika, Ala	3	4	49	65	4						1	2					319	558
Orange, Cal	3	8	79	119	1	1					1						16	12
Orange, N. J	2	2	61	107		1						2					12	
Oregon City, Oregon	3	8	277	517							1						69	82
Orangeburgh, S. C.	3	4	38	39													44	1
Orlando, Fla	2	4	113	166	1												10	
Oroville, Cal	3	6	15	43													10	
Orrville, Ohio	3	5	4	4			1											
Osage City, Kans	3	7	89	158			1										147	28
Osage Mission, Kans	3	7	29	83			2											
Osborne, Wis	2	7	11	18														
Oshkosh, Wis	2	10	196	314	8	5				1	1	2					9	4
Oskaloosa, Iowa	2	6	125	349	2		2	1			1						856	7
Oswego, Kans.	3	7	35	103								1					18	
Oswego, N. Y	2	2	101	186	2	2					1						28	46
Ottawa, Ill	2	6	35	44							2						70	39
Ottawa, Kans.	2	7	133	249	5			1				1					394	48
Ottawa, Ohio	3	5	28	67													23	11
Ottumwa, Iowa	2	6	201	422	14	1					1	1					156	20
Ouray, Colo.	3	7	24	42													181	124
Owego, N. Y	2	2	45	79							1		1				2	
Owensborough, Ky	2	5	130	217							3						341	190
Owenton, Ky	4	5	6	8											1		27	4
Owosso, Mich	3	9	122	205	5						2						46	7
Oxford, Miss	3	4	16	30														
Oxford, N. C	3	3	49	141	3												8	4
Oxford, Ohio	3	5	121	169							2	1						
Paducah, Ky	2	5	246	600	5	1					1	1						
Painesville, Ohio	2	5	195	302	1						1						1	1,078
Palatka, Fla	2	4	451	791	1		2				3				1		389	11
Palmyra, Mo	3	7	9	12														
Paola, Kans.	3	7	47	68	1	1	3			1							58	72
Paris, Ky	3	5	72	171							1	1						
Paris, Mo	3	7	9	46	1													
Paris, Tenn.	3	5	13	31													47	

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.						Misdirected.						Errors checked—		
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.	
Paris, Tex.	2	11	414	717	2	2						3						1,365	150
Park City, Utah	3	8	82	130														282	26
Parkersburg, W. Va.	3	3	116	173									1					8	2
Parsons, Kans.	2	2	52	93														138	56
Pasadena, Cal.	2	2	189	289									2					1,914	285
Passaic, N. J.	2	2	85	119	1													59	2
Paterson, N. J.	1	2	120	202									1	1				102	42
Paulding, Ohio	3	5	20	36														1	27
Pawtucket, R. I.	2	1	70	113	3								2	1				66	106
Peabody, Kans.	3	7	142	334	1	1	1				1							138	9
Peabody, Mass.	2	2	4	4									1					2	1
Pekin, Ill.	2	6	78	171	7								1	1				101	2
Peekskill, N. Y.	2	2	47	69			1						1	1				144	219
Pendleton, Oregon	3	8	24	30														12	
Penn Yan, N. Y.	2	2	68	96														210	186
Pensacola, Fla.	2	4	632	925	1	2							4					345	241
Peoria, Ill.	1	6	1,543	4,086	45	2						10	3			4		5,132	157
Perth Amboy, N. J.	2	2	41	68	2								4	2				5	2
Peru, Ind.	2	5	152	320	1								3			1		1	2
Petaluma, Cal.	3	8	3	21														11	4
Petersburgh, Ind.	4	5	58	98	2								1					84	27
Petersburgh, Va.	2	3	133	202	7	2					1							1	
Petoskey, Mich.	3	9	13	32														70	11
Philadelphia, Pa.	1	2	12,557	26,181	182	9	4		1			86	5			23		142	202
Phillipsburgh, Kans.	3	7	12	13															
Phoenix, Ariz.	3	8	170	300	5								3					345	66
Piedmont, W. Va.	3	3	9	10															
Pierce City, Mo.	3	7	37	96															
Pine Bluff, Ark.	2	11	445	1,150	16	1							2			1		16	23
Pineville, Ky.	4	5	67	111									1					74	26
Piqua, Ohio	2	5	123	217									6	1		1		142	48
Pittsfield, Mass.	2	1	55	108	5	1	1		1			3	6					67	102
Pittsburgh, Kans.	3	7	44	103														390	182
Pittsburgh, Pa.	1	2	3,229	5,215	80	8	6					32	3			8		3,170	3,062
Pittsboro, Pa.	2	2	15	21			2											26	39
Placerville, Cal.	3	8	20	25														506	218
Plainfield, N. J.	2	2	61	99	3								1					49	137
Plattsburgh, Mo.	3	7	38	72		1					2							6	
Pleasant Hill, Mo.	3	7																	
Plattsmouth, Nebr.	1	6	237	561	6								2			1		267	21
Plattsburgh, N. Y.	2	2	65	146	1	1			1			2	3					77	180
Pleasanton, Kans.	3	7	49	100	1		1											201	21
Plymouth, Ind.	3	5	45	92	2														
Plymouth, Mass.	2	1	90	122	5													289	347
Pocahontas, Va.	3	3																	
Pocatello, Idaho	3	8	3	3															
Point Pleasant, W. Va.	3	3	4	4	1														1
Pomeroy, Ohio	3	5	50	76			1					1				1		41	21
Pomona, Cal.	2	8	68	151	3														
Pontiac, Mich.	3	9	144	322														78	14
Poplar Bluff, Mo.	3	7	5	7															
Port Gibson, Miss.	3	4	1	1			1												
Port Huron, Mich.	2	9	107	170	3							2						515	200
Port Jervis, N. Y.	2	2	12	23			3					1						1	
Port Townsend, Wash.	3	8	98	164								1						460	89
Portland, Ind.	3	5	54	202								3	1					139	53
Portland, Me.	1	1	1,304	2,282	32	1						19	3			1		794	753
Portland, Oregon	1	8	710	1,054	5	1					2	7						301	541
Portsmouth, N. H.	2	1	43	67														8	15
Portsmouth, Ohio	2	5	175	285		3					1	1						57	2
Portsmouth, Va.	2	3	71	116	2	1												100	67
Pottstown, Pa.	2	2	24	36														95	19
Pottsville, Pa.	2	2	17	27															
Poughkeepsie, N. Y.	1	2	340	697	3							1	2			1		1,016	589
Pratt, Kans.	3	7	12	12	1							1						4	

TABLE G⁸.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	Missent.						Misdirected.						Errors checked—	
				No. of errors on incorrect slips.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
St. Joseph, Mo.	1	7	4,906	12,415	37	7			1	31	10	2		11	474	162	
St. Mary's, Kans.	3	7	64	82											307	60	
St. Paul, Ohio.	4	6	5	20											16		
St. Paul, Minn.	1	10	9,703	19,208	160	8			2	55	14			24	2,572	400	
St. Louis, Mo.	1	7	13,718	22,207	62		1		4	71				20	2,600	467	
Salem, Ind.	3	5	45	90													
Salem, Mass.	1	183	256	5		1			2				1	53	90		
Salem, N. C.	3	3	16	55					1					71	3		
Salem, Ohio.	2	28	242	426	9				1					1,140	362		
Salem, Oregon.	2	8	239	398					1					120	64		
Salem, Va.	3	3	15	35		5			2					56	8		
Salinas, Cal.	3	3	16	28		1											
Salida, Colo.	3	7	117	260							2		1	57	18		
Salina, Kans.	2	7	234	336	6	5			4					191	190		
Salisbury, Mo.	3	7															
Salisbury, N. C.	3	3	195	367		5		2	6	1			1	222	69		
Salt Lake City Utah	1	8	306	190	1				2					171	277		
San Antonio, Tex.	1	11	390	715	6	4			1	3			1	746	262		
San Bernardino, Cal.	2	8	247	323	13	3			4					572	114		
San Diego, Cal.	1	8	455	733	2				1	6				3,088	622		
San Francisco, Cal.	1	8	5,081	7,409	114	14	1		21	42				2,176	1,049		
San Jacinto, Cal.	3	8	50	65										94	27		
San José, Cal.	2	8	118	146	8				1					33	44		
San Pedro, Cal.	3	8	39	61					1					169	24		
San Rafael, Cal.	3	8	2	2					1								
San Luis Obispo, Cal.	3	8	7	11													
Sandusky, Ohio.	2	6	236	381					2	1							
Sandersville, Ga.	3	4		2		1											
Sanford, Fla.	3	4	34	67	0	1	1							89	29		
Santa Ana, Cal.	2	8	144	262	7				2					1,420	227		
Santa Barbara, Cal.	2	8	323	628	4	1			3					687	206		
Santa Cruz, Cal.	2	8	15	13										147	200		
Santa Fe, N. Mex.	2	7	179	289	1	1		3	6					342	2		
Santa Monica, Cal.	3	8	46	57	1									10	25		
Santa Rosa, Cal.	2	8	87	97													
Saratoga Springs, N. Y.	2	2	170	335	1	2			1	2				278	450		
Savannah, Ga.	1	4	2,228	3,842	42		3	3	1	6	4		2	314	116		
Savanna, Mo.	3	7	4	11													
Schenectady, N. Y.	2	2	118	200					2	1				3	45		
Scioto, Ohio.	4	5	7	15										13			
Scott, Kans.	3	7	24	88	1	1			2								
Scranton, Pa.	1	2	247	440	1	3	1			5				149	61		
Seattle, Wash.	1	8	919	3,477	10				5					4,699	570		
Sedalia, Mo.	2	7	450	806	3				8	4			1	75			
Seeligswick, Kans.	3	7	4	9										106	13		
Selma, Ala.	2	4	412	677	10				3	2				850	260		
Seneca, Kans.	3	7	4	4										1			
Seneca Falls, N. Y.	2	2	77	219													
Seymour, Ind.	3	5	35	37					2								
Shamokin, Pa.	2	2	12	16													
Sharon, Pa.	2	2	27	31													
Sheboygan, Wis.	2	10	154	211	1				3					129			
Sheffield, Ala.	3	4	6	17					1								
Shelby, N. C.	3	3	4	16													
Shelby, Ohio.	3	5	21	28										14	8		
Shelbina, Mo.	3	7	11	40											8		
Shelbyville, Ind.	3	5	47	79										1			
Shelbyville, Ky.	3	5	62	69	1				1				1	450	340		
Shelbyville, Tenn.	3	5	48	61					1	1				38	4		
Shenandoah, Pa.	2	2	5	40													
Sherman, Tex.	2	11	350	652	2	1			2				1				
Shreveport, La.	2	11	750	1,868	16	3	2		2	10	1		2				
Sidney, O.	2	5	54	92										28	26		
Silver City, N. Mex.	3	7	1	1					1					72	27		
Silverton, Colo.	3	7	1	1													

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.					Misdirected.					Errors checked—			
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Trenton, N. J.	1	2	346	590	3						6						194	82
Trenton, Tenn.	3	3	34	178							1						558	23
Trinidad, Colo.	3	3	309	485							3						1, 149	220
Troy, Ala.	3	4	88	140							2						289	156
Troy, Mo.	2	7	2	2													65	2
Troy, N. Y.	1	2	902	1, 092	13	7					9	3				2	191	6
Troy, Ohio	3	5	150	462							4						383	176
Tucson, Ariz.	3	8	180	292			3				2						28	2
Tulare, Cal.	3	8	109	182	2		1										186	28
Tullahoma, Tenn.	3	3	22	39							2							8
Tuscaloosa, Ala.	3	4	14	30														
Tusculum, Ala.	3	4	15	78														
Tuskegee, Ala.	3	4	8	8														
Uhrichsville, Ohio	3	5	14	21			1											
Union City, Ind.	3	5	55	107														10
Union City, Tenn.	3	5	5	7													1	1
Union Springs, Ala.	3	4	7	12			6											
Unionville, Mo.	3	7	29	148	1		1										60	2
University of Virginia, Va.	3	3	58	101	3												121	28
Upper Sandusky, Ohio	3	5	32	53													42	5
Urbana, Ohio	2	5	96	141	3							1					31	4
Utica, N. Y.	1	2	190	387	12						1	1					151	123
Vacaville, Cal.	3	8	11	11													36	18
Valdosta, Ga.	3	4	38	82													93	5
Vallejo, Cal.	3	8	79	183	1												328	154
Valley Falls, Kans.	3	7																
Valparaiso, Ind.	2	5	89	281							13							
Vancouver, Wash.	3	8	54	901	1												110	39
Van Wert, Ohio	3	5	21	43														
Ventura, Cal.	3	8	103	166													628	129
Versailles, Ky.	3	5	77	134							1						1	37
Vevay, Ind.	3	5	26	46													4	
Vicksburg, Miss.	3	4	191	476	13	3				4	2						158	269
Vincennes, Ind.	2	5	122	224	3		1				1	1					111	49
Vineand, N. J.	2	2	19	47			2											
Virginia City, Nev.	2	3	17	38													76	28
Visalia, Cal.	3	8	104	184			4				1						159	17
Wabash, Ind.	3	5	37	61													5	1
Waco, Tex.	2	11	984	2, 648	17	3				3	15	6					2, 607	89
Wadsworth, Ohio	4	5	14	28	2												38	7
Wa Keenev, Kans.	3	7	26	45							1						39	
Walhalla, S. C.	3	4	44	105	2												744	29
Wallace, Kans.	3	7	15	38		1											175	
Walla Walla, Wash.	2	8	92	119							1						28	
Wallingford, Conn.	2	1	31	45					1								64	80
Waltham, Mass.	2	1	74	124														
Walsenburgh, Colo.	3	7																
Walnogo, Kans.	3	7	34	65			1											
Wapakoneta, Ohio	3	5	43	93							1						16	
Warren, Ohio	2	5	42	98		2					2					1	17	2
Warren Pa.	2	2	40	173	0							5						5
Warrensburgh, Mo.	3	7	42	77			1	1										
Warrenton, Va.	3	3	70	221	3	1										1	159	21
Washington, D. C.	1	3	8, 690	14, 533	184	5	4			4	75	8				26	7, 738	3, 112
Washington, Ga.	3	4	160	270	6							4					392	84
Washington, Ind.	3	5	86	143	4		3					6					4	3
Washington, Kans.	3	7																
Washington, Mo.	3	7	11	37	1													
Washington, N. J.	2	2	167	343			1				7						225	44
Washington, N. C.	3	3	66	134													1, 178	111
Washington C. H., Ohio	2	5	56	112	2						6							36
Washington, Pa.	2	2	331	573	1	1					3	1					2	3
Waterbury, Conn.	2	1	183	251	13						7	1					81	101
Waterloo, Iowa	2	6	71	180							1						451	123
Watertown, N. Y.	2	2	247	428	4	3	1	1			2						119	340

TABLE G^s.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect slips returned.	No. of errors on incorrect slips.	Missent.					Misdirected.					Errors checked—			
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
Watertown, S. Dak.	2	10	50	115	1						1							
Watertown, Wis.	2	10	35	56							1							
Waterville, Me.	2	1									1					7		
Watsonville, Cal.	2	8	6	7														
Waukesha, Wis.	2	10	120	211	1						1							
Wausau, Wis.	2	10	15	25														
Waverly, N. Y.	2	2	2	4		1												
Waverly, Ohio.	3	5	4	9			1									1	10	
Way Cross, Ga.	3	4	131	198	4		1		1							205	222	
Webb City, Mo.	3	7	23	72	1		1				1							
Wellington, Kans.	2	7	63	76			1									855	173	
Wellington, Ohio.	3	5	58	84							2							
Wellsburg, W. Va.	3	3	19	41							1					21	3	
Wellston, Ohio.	3	5	13	24							1							
Wellsville, Ohio.	3	5	30	30	1													
West Bay City, Mich.	3	9	13	19							1							
West Chester, Pa.	2	2	105	187						1	4	1				3	37	1
West Grove, Pa.	2	2	3	3														
West New Brighton, N. Y.	2	2	2	3							1					10	414	
West Plains, Mo.	3	7	18	20	1						1							
West Point, Ga.	3	4	1	1												4	7	
West Point, Miss.	3	4	37	88												38	45	
Westerly, R. I.	2	1	5	9												1		
Westerville, Ohio.	3	5	141	275	1						1					155	53	
Westfield, Mass.	2	1	45	82	5						2					266	268	
Westminster, Md.	3	3	9	10												11	1	
Weston, Ohio.	4	5	27	35							2					44	4	
Weston, W. Va.	3	3	29	50												28	22	
Wheeling, W. Va.	1	3	571	1,179	25	1				1	6	2				2,652	2,860	
White, Kans.	1	7	1,362	2,773	13	4	1			2	7	4				3	1,086	414
Wilkes Barre, Pa.	2	2	85	117		1					1					47	47	
Williamsburgh, Ky.	2	5	8	14														
Williamsport, Pa.	2	2	311	446							1					149	99	
Williamstown, Ky.	4	5	11	17												1	7	
Williamsville, Conn.	2	1	18	30	8						1					1	13	
Wilmington, Del.	1	2	651	1,063	17	2				2	5	1				225	804	
Wilmington, N. C.	1	3	495	1,133	10	5	4			2	3			1		794	431	
Wilmington, Ohio.	2	5	31	70	1										1	80	9	
Wilson, Kans.	3	7	7	7														
Wilson, N. C.	3	3	137	270												91	22	
Winchester, Ind.	3	5	34	60			1				3						22	
Winchester, Ky.	3	5	151	225	3						8							
Winchester, Mass.	2	1	18	38	1											6	7	
Winchester, Tenn.	3	5	22	34													2	
Winchester, Va.	3	3	47	63														
Windsor, Mo.	3	7	4	10			2											
Winfield, Kans.	2	7	166	274							1					221	77	
Winston, N. C.	2	3	153	273							3							
Winnaburgh, S. C.	3	4	45	126												13		
Winona, Minn.	2	10	845	853	2						2	5				530	92	
Winona, Miss.	3	4	19	40							1					89	91	
Woburn, Mass.	2	1	10	11	1											1	7	
Woodbury, N. J.	2	2	5	5														
Woodland, Cal.	3	8	26	40							1					20	8	
Woodstock, Va.	3	3	103	148												225	57	
Woonsocket, R. I.	2	1	19	27							1							
Wooster, Ohio.	3	5	162	330	1							1				100	21	
Worcester, Mass.	1	1	846	1,328	23	1					13	12				1,095	570	
Worthington, Ind.	3	5	14	26												55	13	
Wytheville, Va.	3	3	13	15							1					17		
Xenia, Ohio.	2	5	72	120	3		1				2	1				129	44	
Yankton, S. Dak.	2	10	255	457	6	8				1	3					2	6	7
Yates Centre, Kans.	3	7	12	188													72	63
Yazoo, Miss.	3	4	28	125													21	26
Yonkers, N. Y.	2	2	71	201			3				1							

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-offices.	Class.	Division.	No. of incorrect alips returned.	No. of errors on incorrect alips	Missent.					Misdirected.					Errors checked—		
					No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	No. of letter packages.	No. of pouches.	No. of registered packages.	No. of registered pouches.	No. of inner registered sacks.	No. of sacks.	Against railway postal clerks.	Against post-offices.
York, Pa.....	2	2	188	344	9	1	...	...	1	...	3	2	...	...	1	100	15
Yorkville, S. C.....	4	4	38	123	1	...	...	...	...	...	...	...	...	...	...	144	8
Youngstown, Ohio.....	5	5	190	275	3	...	...	...	...	...	...	...	...	...	...	44	144
Ypsilanti, Mich.....	9	9	55	109	1	...	...	...	...	...	1	...	...	...	...	15	...
Yuma, Colo.....	7	7	19	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zanesville, Ohio.....	6	6	668	1,057	3	1	...	...	...	...	9	1	...	...	...	334	187
Other offices.....	2	2	4,164	9,069	142	17	55	...	...	...	24	280	22	...	...	5,431	...
Do.....	2	2	9,503	18,022	204	251	230	...	...	...	3	4	...	...	...	18,685	13,952
Do.....	3	3	3,205	5,817	47	4	24	...	...	...	...	...	2	...	...	2,049	807
Do.....	4	4	823	1,893	22	2	6	...	...	...	3	3	...	...	...	599	342
Do.....	5	5	10,022	30,732	287	25	19	2	...	...	37	160	4	...	...	634,853	11,736
Do.....	6	6	9,492	27,924	416	33	31	...	...	...	3	150	61	...	31	...	...
Do.....	7	7	2,369	4,209	80	119	138	1	5	6	2	23	...	1	3	783	405
Do.....	8	8	2,551	4,855	76	13	...	...	...	...	12	50	9	...	3	1,016	772
Do.....	9	9	1,792	4,693	25	8	5	...	...	...	1	11	4	...	1	1,714	357
Do.....	10	10	6,488	13,250	135	25	44	...	1	2	60	42	...	...	5	...	...
Do.....	11	11	3,296	6,803	173	36	74	1	2	1	26	24	...	...	3	581	42

RECAPITULATION.

Division.	Incorrect alips re- turned.	Errors on incorrect alips.	Missent.					Misdirected.					Errors checked—			
			Letter pack- ages.	Pouches.	Registered packages.	Registered pouches.	Inner regis- tered sacks.	Sacks.	Letter pack- ages.	Pouches.	Registered packages.	Registered pouches.	Inner regis- tered sacks.	Sacks.	Against rail- way postal clerks.	Against post- masters.
First	28,949	55,585	732	27	79	1	2	4	837	113	...	...	...	...	61	18,023
Second	145,707	308,342	1,397	587	293	6	2	57	1,227	207	6	...	...	...	182	66,400
Third	30,412	55,381	523	51	83	1	10	27	345	67	2	2	3	...	52	44,031
Fourth	34,990	68,248	640	20	35	3	9	35	180	24	2	2	1	...	48	28,660
Fifth	67,168	122,016	1,089	60	62	...	...	48	1,091	101	...	...	...	...	297	87,365
Sixth	80,828	169,328	1,595	65	48	...	...	1	29	639	35	...	...	...	229	45,909
Seventh	69,369	124,257	890	186	223	2	17	81	542	91	2	2	5	...	125	61,621
Eighth	21,573	85,587	363	38	19	3	...	49	210	13	...	...	...	...	9	36,769
Ninth	10,264	20,687	142	15	7	...	...	1	75	6	...	...	...	...	8	10,582
Tenth	30,290	77,113	646	147	56	2	1	51	304	73	...	...	...	...	63	9,595
Eleventh	28,451	57,176	400	72	97	3	13	36	253	85	...	2	1	...	61	18,093
Total	548,911	1,088,720	8,166	1,068	1,004	20	61	398	5,203	825	13	14	11	1,135	425,048	207,037

TABLE H^b.—*Statement of case examinations of permanent postal clerks for the fiscal year ended June 30, 1890.*

Division.	Exam- ina- tions.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Highest individual per cent. correct.	Lowest individual per cent. correct.
First.....	996	619, 635	613, 893	5, 923	29	99.04	100.00	62.11
Second.....	898	1, 349, 568	1, 143, 218	95, 682	110, 666	84.70	100.00	2.19
Third.....	457	655, 791	535, 556	59, 704	60, 531	81.65	100.00	23.21
Fourth.....	727	573, 597	562, 027	10, 275	1, 296	97.98	100.00	71.97
Fifth.....	1, 556	1, 940, 957	1, 878, 584	50, 200	12, 173	96.78	100.00	7.88
Sixth.....	793	1, 460, 412	1, 393, 449	23, 784	43, 179	95.41	100.00	19.35
Seventh.....	1, 108	1, 296, 981	1, 256, 022	39, 004	2, 055	96.76	100.00	37.64
Eighth.....	176	163, 677	152, 485	8, 416	2, 776	93.16	99.92	26.66
Ninth.....	985	1, 663, 100	1, 582, 085	54, 271	26, 744	96.12	100.00	19.64
Tenth.....	812	781, 340	758, 607	17, 564	5, 169	97.09	100.00	62.70
Eleventh.....	461	431, 421	421, 157	9, 588	676	97.93	100.00	89.66
Total.....	8, 960	10, 936, 679	10, 296, 073	375, 211	265, 213	94.11	100.00	2.19

TABLE I'.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1890.

Division.	Probationary appointees.	Examinations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent. correct.	Probationers who received permanent appointments.	Average per cent. correct during probation made by those permanently appointed.	Dropped during probation, including those permitted to resign.	Per cent. of probationary appointees who failed to pass final examination.	Average per cent. cards correct of those dropped.	Highest individual per cent. correct.	Lowest individual per cent. correct.	Per cent. correct required for permanent appointment.
First.....	77	285	195,082	189,314	4,895	873	97.04	135	97.81	20	25.97	75.14	100.00	51.22	90.00
Second.....	433	1,345	1,167,594	760,747	90,070	397,777	63.15	297	70.36	98	22.63	47.96	99.88	4.07	90.00
Third.....	156	697	691,410	511,843	72,657	106,914	74.02	137	77.33	43	27.56	58.78	97.78	19.98	90.00
Fourth.....	84	494	430,315	393,702	29,958	6,950	91.49	37	94.21	9	10.84	73.47	100.00	8.13	90.00
Fifth.....	387	1,219	1,241,114	1,141,577	59,898	39,649	91.98	319	95.12	68	17.57	78.03	100.00	7.25	90.00
Sixth.....	119	436	714,339	627,704	44,612	41,533	87.58	191	88.84	32	4.20	68.63	100.00	18.00	90.00
Seventh.....	130	872	623,528	579,215	36,555	7,758	92.80	104	95.53	25	20.00	84.73	100.00	13.65	90.00
Eighth.....	80	321	208,523	185,221	12,113	8,189	90.28	60	91.97	29	38.25	63.50	99.92	13.22	90.00
Ninth.....	144	672	800,366	671,117	55,969	73,280	83.85	177	89.95	51	25.41	61.88	100.00	10.11	90.00
Tenth.....	76	448	438,440	395,685	24,705	47,100	83.62	106	89.19	28	36.84	62.55	100.00	6.41	90.00
Eleventh.....	120	345	350,760	333,576	15,975	1,209	94.90	58	95.70	23	19.83	62.55	99.66	13.30	90.00
Total.....	1,896	7,125	6,561,471	6,708,741	454,098	641,672	84.00	1,586	89.36	437	23.64	66.23	100.00	4.07	90.00

TABLE K'.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1890.

FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Lowell Junction (n. o.) to Lowell Station (n. o.)	Boston and Maine.	<i>Miles.</i>	July 10, 1889	New service.
Fabyan House to Scott, N. H.	Maine Central.	8.50	Oct. 7, 1889	Do.
Belmont to Tilton, N. H.	Tilton and Belmont.	17.78	Nov. 11, 1889	Do.
Mount Tom to Easthampton, Mass.	Connecticut River.	6.83	Dec. 2, 1889	Do.
Boundary Line (n. o.) to Beattie	Canada Pacific.	3.50	Dec. 2, 1889	Do.
Greenville to Beattie	do.	4.10	Dec. 2, 1889	Do.
Stevenson to Deaford, Conn.	Housatonic.	64.20	Feb. 17, 1890	Do.
North Grafton Station (n. o.) to West Upton	Grafton Central.	6.23	Apr. 7, 1890	Do.
Boston, Mass., to Riverdale Junction (n. o.)	Boston and Albany.	3.00	July 1, 1889	Extension of route 3034.
Hooksett to Centre Barnstead.	Concord and Montpelier.	3.09	Dec. 2, 1889	Extension of route 3074.
Newport to Foxcroft, Me.	Maine Central.	4.23	Jan. 27, 1890	Extension of route 1004.
Fabyan House, N. H., to South Lunenburg, Vt.	do.	13.70	Feb. 15, 1890	Extension of route 2.
		2.94	Mar. 20, 1890	Extension of route 1017.

SECOND DIVISION.

Angelica to Belfast Junction (n. o.), N. Y.	Lackawanna and Southwestern.	4.87	Feb. 24, 1890	Established.
Binghamton to Buffalo, N. Y.	Delaware, Lackawanna and Western.	202.53	Dec. 2, 1889	Do.
Auburn to Genoa, N. Y.	Lough Valley.	31.99	Feb. 1, 1889	Do.
Locust Valley to Oyster Bay, N. Y.	Long Island.	3.17	Oct. 1, 1889	Extended.
Mayville to Chautauque, N. Y.	Chautauque Lake.	4.73	July 10, 1889	Established.
Prattburgh to Kanona, N. Y.	Kanona and Prattburgh.	12.66	Feb. 10, 1890	Do.
Rochester to Charlotte, N. Y.	New York Central and Hudson River.	9.41	Nov. 13, 1889	Do.
Summitville to Huguenot Junction (n. o.)	Port Jervis, Monticello and New York.	17.56	Oct. 16, 1889	Do.
West Chester, N. X., to Jersey City, N. J.	New York, New Haven and Hartford.	17.72	May 10, 1890	Extended.
Wayland to Bolivar, N. Y.	Lackawanna and Southwestern.	53.99	Feb. 24, 1890	Established.
Matawan Junction to Atlantic Highlands, N. J.	Central R. R. of New Jersey.	11.03	Oct. 24, 1889	Do.
Port Harris to Bivalo, N. J.	do.	10.84	Mar. 3, 1890	Extended.
Sea Isle City to Avalon, N. J.	West Jersey.	4.62	July 29, 1889	Established.
New Germantown to Portersville, N. J.	Rockaway Valley.	3.83	Dec. 23, 1889	Extended.
Atlantic City to Longport, N. J.	Camden and Atlantic.	1.66	July 19, 1889	Established.
Brown's Mills to Brown's Mills Junction, N. J.	Pennsylvania.	1.82	Mar. 3, 1890	Do.
Pennsylvania to Walston, Pa.	Buffalo, Rochester and Pittsburgh.	2.63	Apr. 23, 1890	Extended.
Youngwood Station to Traupner, Pa.	Pennsylvania.	3.82	June 9, 1889	Do.
Pennsylvania to Horatio, Pa.	Pennsylvania and Northwestern.	3.77	Apr. 1, 1890	Do.

Bloomburgh to Rupert, Pa.	2.19	Nov. 1, 1889	Established.
McConnisto to N. Greenfield	11.48	Dec. 18, 1889	Do.
McGee Station to Blue Campbell, Pa.	8.57	Feb. 5, 1890	Do.
Mount Pleasant to Scottsdale Junction (n. o.), Pa.	5.65	Feb. 10, 1890	Do.
Pott Creek Junction (n. o.) to Sandy Run, Pa.			
Readford to Kenna, Pa.	2.71	Feb. 12, 1890	Do.
Wayne Junction (n. o.) to West Falls (n. o.), (Philadelphia, Pa.)	28.09	Apr. 14, 1890	Do.
Confidence to Friendsville, Md.	2.47	Apr. 18, 1890	Do.
Instanton to Quakertown, Pa.	17.05	May 19, 1890	Do.
Philadelphia, Pa. (Twenty-fourth and Chestnut streets), to Philadelphia, Pa. (Park Junction)	11.92	July 1, 1890	Do.
Easton to St. Michael's, Md.	1.30	May 1, 1890	Extended.
Martinsburgh to Winchester, Va.			
	11.51	Apr. 7, 1890	Established.
	23.78	Nov. 18, 1889	Do.

THIRD DIVISION.

Scotland to Wakefield, Va.	20.08	July 8, 1889	Railroad service established.
Shoulder's Hill (n. o.) to Portsmouth, Va.	10.47	July 1, 1889	Do.
Thomas to Parsons, W. Va.	13.60	July 1, 1889	Route 12027 extended.
Winston to Rural Hall, N. C.	12.71	Aug. 12, 1889	Route 13012 extended.
Rustburgh to Brookhurst, Va.	20.53	Aug. 12, 1889	Route 11044 extended.
High Point to Ashborough, N. C.	28.21	Sept. 9, 1889	Railroad service established.
Alexandria, Va. to Washington, D. C.	19.85	July 10, 1889	Route 11003 extended to Washington, D. C.
Bellfield to Laurensville, Va.	42.05	Oct. 1, 1889	Railroad service established.
Henderson to Durham, N. C.	38.59	Oct. 7, 1889	Do.
Scotland Neck to Greenville, N. C.	8.14	Oct. 28, 1889	Do.
Orangeville Junction (n. o.) to Sparrow's Point, Md.			
Maxton to Rowland, N. C.	4.04	Jan. 21, 1890	Change in termini of route 13017.
Winterpock to Eppe's Falls, Va.	4.34	Feb. 17, 1890	Route 11017 extended.
Coalboro (n. o.) to Moseley's Junction, Va.	10.90	May 12, 1890	Railroad service established.

FOURTH DIVISION.

Birmingham to Elston, Ala.	42.52	July 5, 1889	51.68 miles less 9.16 miles route 17023 discontinued.
Kennesaw to Narcoossee, Fla.	16.56	Aug. 19, 1889	
Tampa to Port Tampa, Fla.	9.33	Mar. 20, 1890	
Green Cove Springs to Melrose, Fla.	33.92	Mar. 21, 1890	
Summit to Stillmore, Ga.	11.24	June 21, 1889	Extension of Rogers and Summit R. R.
Union Point and White Plains R. R.	13.79	Nov. 4, 1889	
Buena Vista to Columbus, Ga.	25.54	Nov. 7, 1889	Extension of Americus and Buena Vista R. R.
Crawford to Lexington, Ga.	4.65	Nov. 20, 1889	
Wadley to Blackville, Ga.	30.85	Jan. 14, 1890	

TABLE K¹.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1890—Continued.

FOURTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Statesborough to Dover, Ga.	Dover and Statesborough R. R.	10.28	Jan. 14, 1890	
Valdosta, Ga. to Lake City, Fla.	Georgia Southern and Florida R. R.	78.40	Jan. 15, 1890	Extension of Macon and Valdosta R. R.
Lake City to Palmdale, Fla.	do	78.40	Jan. 15, 1890	Extension of Macon and Lake City R. R.
Dunlap (n. c.) to Smithville, Ga.	Smithville and Dunlap R. R.	8.54	Feb. 26, 1890	
Columbus to Albany, Ga.	Columbus Southern Rwy.	84.61	Apr. 11, 1890	
Slaughter to Bayou Sara, La.	Louisville, New Orleans and Texas Rwy.	18.09	Nov. 22, 1889	Extension of Bayou Sara and Woodville R. R.
Columbus to Greenville, S. C.	Richmond and Danville R. R.	138.12	Sept. 7, 1889	
Hampton to Rolling Fork, Miss.	Louisville, New Orleans and Texas Rwy.	12.11	Oct. 24, 1889	
Redlands to Coahoma, Miss.	do	10.07	Oct. 24, 1889	
Wilson to Sumner, S. C.	Wilson and Sumner R. R.	10.02	Aug. 6, 1889	Lamont and Rosedale extended.
Florida (n. v.) to Hartsville.	Hartsville R. R.	10.07	Jan. 9, 1890	
Sumner to Vance, S. C.	Charleston, Sumner and Northern R. R.	36.00	Feb. 11, 1890	
Blakely, Ga. to Columbia, Ala.	Southwestern R. R.	13.23	Sept. 6, 1889	Extension of Smithville and Blakely.

FIFTH DIVISION.

Evansville to Newburgh, Ind.	Evansville Suburban and Newburgh Rwy.	10.11	July 1, 1889	New railroad; formerly star-route service.
Greensburg to Wabash, Ky.	Eastern Kentucky Rwy.	13.30	July 1, 1889	Greenup and Willard service extended.
Evansville, Ind., to Princeton, Ky.	Ohio Valley Rwy.	10.79	July 15, 1889	Henderson and Princeton service extended.
Paris to Frankfort, Ky.	Kentucky Midland Rwy.	24.57	Aug. 6, 1889	New railroad established, Georgetown to Frankfort.
Portsmouth to Cincinnati, Ohio	Ohio and Northwestern R. R.	12.78	May 1, 1889	Extended from Georgetown to Paris.
Carthage to Lebanon, Tenn.	Nashville and Knoxville R. R.	2.30	Oct. 1, 1889	Etahya, Junction (n. c.) and Portsmouth service extended to Cincinnati, Ohio.
Knoxville to Cumberland Gap, Tenn.	K. R., Knoxville, Cumberland Gap and Louisville R. R.	37.70	Dec. 2, 1889	New railroad; formerly star-route service.
Dodge to Bowen, Ky.	Kentucky Union Rwy.	68.89	Dec. 10, 1889	Do.
Corbin to Middleborough, Ky.	Louisville and Nashville R. R.	8.87	Dec. 23, 1889	Dodge and Clay City service extended.
Owensborough to Fordville, Ky.	Owensborough, Falls of Lough and Green River R. R.	12.61	Dec. 28, 1889	Corbin and Pineville service extended.
Larzacchurn to Lexington, Ky.	Richmond, New Albany and Chicago Rwy.	26.78	Jan. 1, 1890	New railroad; formerly star-route service.
Sharpsburg Junction (n. c.) to Amesville, Ohio.	Louisville, New Albany and Chicago Rwy.	24.69	Feb. 10, 1890	Do.
San Francisco Junction (n. c.) to Bradlees, Ohio.	Toledo and Ohio Central Extension R. R. Co.	1.64	Feb. 10, 1890	New railroad; formerly star-route service.
Toledo to Kenton, Ohio.	Columbus, Hocking Valley and Toledo Rwy.	6.46	Apr. 21, 1890	New railroad; formerly star-route service.
	Toledo, Columbus and Cincinnati Rwy. Co.	28.47	May 19, 1890	Toledo and Findlay service extended to Kenton, Ohio.

SIXTH DIVISION.

Tara to Fort Dodge, Iowa.....	6.35	Aug. 8, 1889	
Sparks to Connersville, Ill.....	8.20	Sept. 12, 1889	
Alliance to Crawford, Neb.....	56.96	Nov. 5, 1889	Grand Island and Alliance extended.
Newbern to Alton, Ill.....		Jan. 1, 1890	
Crawford, Neb., to New Castle, Wyo.....	97.71	Feb. 10, 1890	Grand Island and Crawford extended.
Malvern to Tabor, Iowa.....	9.43	Feb. 17, 1890	
Joliet to Aurora, Ill.....	22.83	Mar. 18, 1890	
Grand Tower to East Cape Girardeau, Ill.....	28.93	Apr. 1, 1890	Carbondale and Grand Tower extended.

SEVENTH DIVISION.

Caldwell, Kans., to Kingfisher, Ind. T.....	83.91	Dec. 14, 1889	Route 23082 extended.
Chicopee to Pittsburg, Kans.....	2.36	Aug. 1, 1889	Route 23039 extended.
Delta (n. o.) to Malden, Mo.....	61.57	Apr. 1, 1890	Route 28072 established.
Harlem to Smithville, Mo.....	21.12	Apr. 14, 1890	Route 28073 established.
Hutchinson to Kingman, Kans.....	32.70	Feb. 24, 1890	Route 33100a established.
Kansas City, Mo., to North Topeka Station (n. o.), Kans.....	67.20	Oct. 1, 1889	Route 33100 established (lap service).
Kansas City, Mo., to Paola Station (n. o.), Kans.....	43.10	Dec. 16, 1889	Route 33018 established (lap service).
Kingfisher to El Reno, Ind. T.....	24.61	Mar. 17, 1890	Route 33042 extended.
Lake Junction (n. o.) to Lake City, Colo.....	36.18	Oct. 10, 1889	Route 38041 established.
Military Junction (n. o.) to Fort Logan, Colo.....	1.50	July 3, 1889	Route 38040 established. ("Order establishing this service read." From June 17, 1889." Service in effect from July 3, 1889.)
Neosho to Splitlog, Mo.....	14.27	Sept. 26, 1889	Route 29069 extended.
Neosho Falls to Yates Center, Kans.....	13.40	Oct. 10, 1889	Route 33072 extended.
Riverdale Station, (n. o.) to Bonne Terre, Mo.....	31.89	Mar. 16, 1890	Route 28071 established.
St. Elmo to Romeley, Colo.....	1.94	Nov. 1, 1889	Route 38014 extended.
Seneca to Summerfield, Kans.....	21.98	July 1, 1889	Route 83076 extended.
Summerfield, Kans., to Beatrice, Nebr.....	27.11	Feb. 3, 1890	Do.
Tower (Grove Station (n. o.), to Oak Hill Junction, Mo.....	7.09	Oct. 1, 1889	Route 28070 established.

EIGHTH DIVISION.

Alton to Scotia, Cal.....	7.20	Jan. 1, 1890	New service.
Choney to Davenport, Wash.....	42.08	Sept. 2, 1889	Do.
Davenport to Almira, Wash.....	43.35	May 1, 1890	Route 43021 extended.
Fairhaven to Sedro, Wash.....	28.92	Apr. 28, 1890	New service.
Farmington to Rockford, Wash.....	52.76	July 22, 1890	Route 43016 extended.

TABLE Kt.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1890—Continued.

EIGHTH DIVISION—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railroad service.	Remarks.
Huntsville Junction (n. o.) to Dayton, Wash.	Oregon and Washington Territory R. R.	Miles. 87.30	May 19, 1890	New service.
Mammoth Junction (n. o.) to Eureka, Utah.	Oregon Short Line and Utah Northern Rwy.	2.34	Feb. 3, 1890	Do.
Monterey to Pacific Grove, Cal.	Monterey R. R.	2.88	Sept. 16, 1890	Route 4690 extended.
National City to San Diego, Cal.	National City and Oley R. R.	6.12	July 23, 1890	Route 4691 extended.
Newman to Los Banos, Cal.	Southern Pacific R. R.	21.00	Jan. 10, 1890	Route 4695 extended.
Oley to Snoqualmie, Wash.	Seattle, Lake Shore and Eastern Rwy.	12.12	Apr. 28, 1890	Route 43018 extended.
Portland (n. o.), Oregon, to Vancouver Station (n. o.), Wash.	Portland and Vancouver Rwy.	8.00	Sept. 2, 1890	New service.
Rockford to Spokane Falls, Wash.	Washington and Idaho R. R.	28.88	Feb. 1, 1890	Route 45023 extended.
San Anselmo to San Francisco, Cal.	San Francisco and North Pacific Coast R. R.	16.09	July 22, 1890	Route 46023 extended.
Spokane Falls to Colville, Wash.	Spokane Falls and Northern Rwy.	83.96	Apr. 25, 1890	New service.
Wallace to Mullen, Idaho.	Northern Pacific R. R.	7.17	Aug. 9, 1890	Do.
Willows Junction (n. o.) to Heppner, Oregon.	Oregon Rwy. and Navigation Co.	45.28	Aug. 10, 1890	Do.

NINTH DIVISION.

An Sable and Potts, Mich.	An Sable and Northwestern	32.27	May 19, 1890	New service.
Buchanan and Berrien Springs, Mich.	St. Joseph Valley	11.88	Oct. 1, 1890	Do.
Frankfort and Copenish, Mich.	Frankfort and Southeastern	25.00	Jan. 1, 1890	Do.
Holland Junction (n. o.) and Ottawa Beach (n. o.), Mich.	Chicago and West Michigan	7.30	June 21, 1890	Do.
Kalamazoo and Woodbury, Mich.	Kalamazoo and Hastings Construction Company (limited), operating the Chicago, Kalamazoo and Saginaw Railway.	44.00	Oct. 16, 1889	Order September 13, 1889, extending service on this line from Hastings to Woodbury, Mich., a distance of 13.52 miles.
Lowell and Freeport, Mich.	Lowell and Hastings	12.88	Dec. 16, 1889	New service.
Manistee and Nesson City, Mich.	Manistee and Northeastern	39.45	Mar. 24, 1890	Order November 8, 1890, extending this service from Onekama, via Chief and Yates, to Copenish, Mich., increasing distance 21.98 miles; and again, by order of March 15, 1890, from Copenish to Nesson City, Mich., 3.71 miles.

TENTH DIVISION.

Red Wing to Zumbata, Minn.	25.98	June 23, 1899	Route 25005 extended. Formerly part of route 26001. Route 26011 extended. This was formerly part of route 26001. Route 26055 extended.
Laurel Junction (n. o.) to Red Lodge, Mont.	44.84	Aug. 5, 1899	
Perrish Junction (n. o.) to Pariah, Wis.	4.69	Sept. 3, 1899	
Hurley to Pounce, Wis.	5.90	Sept. 3, 1899	
Levon to Dexter, Wis.	10.04	Nov. 11, 1899	
Deadwood to Lead City, S. Dak.	3.28	Nov. 15, 1899	
Little Falls to Brainerd, Minn.	30.95	Nov. 22, 1899	
Duluth to Staples, Minn.	29.72	Nov. 22, 1899	
St. Paul to Minneapolis, Minn.	10.39	Nov. 29, 1899	
Packwaukee to Montello, Wis.	7.01	Dec. 3, 1899	
Livingston to Cinnabar (n. o.), Mont.	51.00	Jan. 21, 1899	Route 25016 extended. Route 26055 extended. Not stated. Route 35016 extended.
Ferrile to Crookston, Minn.	23.07	Jan. 27, 1899	
Abbotsford to Athens, Wis.	15.08	Jan. 27, 1899	
Fairchild to Mondovi, Wis.	36.90	Jan. 28, 1899	
Republic to Champion, Mich.	8.99	Feb. 4, 1899	
St. Paul to Minneapolis, Minn.	10.39	Feb. 18, 1899	
Lytle, Minn., to Mason City, Iowa	29.75	Feb. 27, 1899	
St. Paul to Minneapolis, Minn.	(1)	Mar. 4, 1899	
Minnewaukon to Leoda, N. Dak.	18.19	Mar. 4, 1899	
Chiquet to La Prairie, Minn.	70.00	Mar. 5, 1899	
Sidmar to Ontonagon, Mich.	46.26	Apr. 14, 1899	Route 26055 extended. Route 35016 extended.
Mathers to Goodyear, Wis.	16.23	Apr. 24, 1899	
Lapham Junction (n. o.) to McKenna, Wis.	2.04	Apr. 24, 1899	
Minneapolis to St. Cloud, Minn.	67.17	May 5, 1899	
Duluth, Red Wing and Southern			
Rocky Fork and Coe's City			
Milwaukee, Lake Shore and Western			
do			
Wisconsin, Pittsville and Superior			
Deadwood Central			
Northern Pacific			
do			
Chicago, St. Paul and Kansas City			
Northern Pacific			
do			
do			
Abbotsford and Northeastern			
Sault de Ste. Marie and Southwestern			
Milwaukee and Northern			
Northern Pacific			
Chicago, St. Paul and Kansas City			
Chicago, Burlington and Northern			
Jamestown and Northern			
North Star Construction Company			
Ontonagon and Brule River			
Chicago, Milwaukee and St. Paul			
do			
Great Northern			

ELEVENTH DIVISION.

Coffeyville, Kans. and Wagoner, Ind. T.	82.31	May 19, 1899	New service. Extended from Lancaster to Waxahachie, Tex.; increased distance 16.49 miles. Extended from Granbury to Dublin, Tex.; increased distance 49.47 miles. New service. New service created by curtailing Conroe and Somerville (n. o.), Tex., R. P. O. to end at Navasota, Tex. New service.
Dallas and Waxahachie, Tex.	82.50	Feb. 3, 1899	
Fort Worth and Dublin, Tex.	90.82	Apr. 21, 1899	
Lockhart and Austin Junction (n. o.), Tex.	53.94	May 23, 1899	
Navasota and Somerville (n. o.), Tex.	26.98	Feb. 12, 1899	
Victoria and Beeville, Tex.	55.42	Oct. 23, 1899	
West Point and Searcy, Ark.	8.23	do	
Whitesborough and Fort Worth, Tex.	72.85	May 12, 1899	
St. Louis, Iron Mountain and Southern			
Mo., Kansas and Texas			
Fort Worth and Rio Grande			Service extended from Kennett to West Point, Ark., increased distance 3.47 miles. New service.
San Antonio and Aransas Pass			
Gulf, Colorado and Santa Fé			
Gulf, Western Texas and Pacific (Southern Pacific)			
Searcy and West Point			
Texas and Pacific			
do			
do			
do			
do			

TABLE L.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890.

FIRST DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Annebury, Boston, Mass	Bos. and Maine	Miles 6.22	Nov. 12, 1889	Extension of Newbury and Boston R. P. O.
Newton circuit	Bos. and Albany	23.90	Nov. 12, 1889	New service.
Boston, Mass., Providence, R. I., New York, N. Y.	Old Col., N. Y., Prov. and Boston, and N. Y., N. Hav. and Hart.	253.07	Dec. 23, 1889	Additional line.
Boston, Mass., and Providence, R. I.	do	45	Feb. 17, 1890	New service.
Boston, Mass., and Cape Cod (n. o.)	do	14	Mar. 19, 1890	Extension Bos. and Wallfleet R. P. O.
Lowell, Mass., and Providence, R. I.	do	8.45	Mar. 26, 1890	Extension Lowell and Tannott R. P. O.
Scitout and Portland, Me	do	8.49	do	Extension North Anson and Portland R. P. O.
Richford and St. Albans, Vt.	Somerset and Me. Cen	28.91	Apr. 1, 1890	Additional line.
Cambridge Junction and Burlington, Vt.	Missisquoi	31.47	do	do
Boston, Mass., and Newport, R. I.	Burl. and Lamolle	70.34	Apr. 7, 1890	New service.
Boston, Mass., and South Shore (n. o.)	do	47.59	May 1, 1890	do
Boston and Plymouth, Mass	do	38.69	May 1, 1890	do
Centre Barnstead and Hooksett, N. H.	Con. and Mont	4.26	do	Extension Pittsfield and Hooksett R. P. O.
Farmington and Portland, Me	Me. Cen	26	May 10, 1890	Extension Farmington and Lewiston R. P. O.
Bangor and Foxcroft, Me	do	55	May 17, 1890	New service.
Foxcroft and Newport, Me	do	28	June 3, 1890	Curtailment of Bangor and Foxcroft R. P. O.

SECOND DIVISION.

Bethlehem and Philadelphia, Pa	Phil. and Reading R. R., Beth. Div	57.00	Jan. 13, 1890	Additional R. P. O. service in apartment car on train 33.
Branch Junction and Pittsburgh, Pa	Penna. R. R., West Penn. Div	70.86	Mar. 20, 1890	Additional R. P. O. service in apartment car on trains 1 and 4.
Gallery and Pittsburgh, Pa	Pittsburgh and West R. R.	26.35	May 22, 1890	Extension of Kane & Gallery R. P. O.; service between Gallery and Pittsburgh performed only by Pittsburgh and Akron R. P. O.
Elmira, N. Y., and Williamsport, Pa	Northern Central Railway	72.13	Feb. 2, 1890	Extension of Williamsport and Baltimore R. P. O. trains 3 and 4 to Elmira, 60-foot car (40-foot pay) superceding apartment car service.
Harrisburg, Pa., and Baltimore, Md.	do	66.22	Mar. 8, 1890	Additional R. P. O. service in apartment car on trains 10 and 13.
Hawley and Scranton, Pa	Erie and Wyoming Valley R. R.	37.53	May 1, 1890	New service in apartment car.

Hornellville and Buffalo, N. Y.	New York, Lake Erie and West. R. R.	92.61	Dec. 16, 1889	Extension of day line R. P. O. service on New York and Dunkirk R. P. O. to Buffalo, 50-foot car, super-seeding apartment car service.
Martinsburgh, W. Va., and Winchester, Va.	Cumberland Valley R. R.	22.68	Nov. 18, 1889	Extension of Harrisburg and Martinsburgh R. P. O.
Molra and Brandon, N. Y.	Northern Adirondack R. R.	24.81	Aug. 23, 1889	New service in apartment car (double daily between Molra and Santa Clara, and single daily between Santa Clara and Brandon.)
M. New York, N. Y., and Easton, Pa.	Central R. R. of New Jersey	75.00	Sept. 30, 1889	Additional R. P. O. service in apartment car on trains 10 and 47.
G. New York, N. Y., and Pittsburgh, Pa.	Penna. R. R.	443.26	Dec. 4, 1889	Sixty-foot postal car on train 9 leaving New York at 6.30 p. m. (for Pennsylvania distribution), formerly on train 7 leaving New York at 7.40 p. m.
New York N. Y., and Washington, D. C.	Penna. and P., W. and B. R.'s	227.85	Feb. 10, 1890	Additional R. P. O. service on train 1, 60-foot car (pay for 40-foot space).
Philadelphia, Pa., and Baltimore, Md.	P., W. and B. R.	98.04	Feb. 10, 1890	Additional 40-foot car south on train 27, returning on train 78 (superseeding baggage car on train 78).
Pittsburgh and Belle Vernon, Pa.	Pitta. and Lake Erie R. R.	44.45	Oct. 16, 1889	A new service in apartment car on trains 23, 27, and 56.
Pottsville and Philadelphia, Pa.	Pitta. and Reading R. R., main line.	94.13	Apr. 1, 1890	New service in apartment car.
			Sept. 23, 1889	Additional service on train 10 in apartment car.

THIRD DIVISION.

Davis to Elkina, W. Va.	West Virginia Central	29.00	Aug. 7, 1889	Cumberland and Davis R. P. O. extended to Elkina, W. Va.
Delta to York, Pa.	Maryland Central	30.77	Sept. 21, 1889	Delta and Baltimore R. P. O. extended to York, Pa.
Halifax to Greenville, N. C.	Wilmington and Weldon	38.23	Oct. 7, 1889	Halifax and Greenville R. P. O. established.
Williamston to Plymouth, N. C.	do	22.41	Dec. 9, 1889	Williamston and Rocky Mount R. P. O. extended to Plymouth, N. C.
Greenville to Weldon, N. C.	do	7.00	Jan. 23, 1890	Halifax and Greenville R. P. O. extended to Weldon, N. C.
Lynchburgh to South Boston, Va.	Lynchburgh and Durham	62.35	Feb. 2, 1890	Lynchburgh and South Boston R. P. O. established.
Bedford to Lawrenceville, Va.	Atlantic and Danville	19.55	Feb. 7, 1890	Norfolk and Bedford R. P. O. extended to Lawrenceville, Va.
Fayetteville, N. C., to Bennettsville, S. C.	Cape Fear and Yadkin Valley	57.20	Mar. 2, 1890	Fayetteville and Bennettsville R. P. O. established; service formerly performed by the Mount Airy and Bennettsville R. P. O.
Fayetteville to Wilmington, N. C.	do	24.36	Mar. 2, 1890	New service and Mount Airy and Bennettsville R. P. O. changed to end at Wilmington, N. C.
Elmfield, W. Va., to Honaker, Va.	Norfolk and Western	57	Mar. 7, 1890	Bluedell and Honaker R. P. O. established.
Baltimore to Chestertown, Md.	do	58.00	Mar. 12, 1890	Steamboat service, Baltimore and Chestertown R. P. O. established.
Moseley's Junction to Farmville, Va.	Farmville and Powhatan	52.20	May 12, 1890	Moseley's Junction and Farmville R. P. O. established.
Norfolk, Va., to Rocky Mount, N. C.	Norfolk and Carolina and Wilmington and Weldon	119.50	May 21, 1890	Norfolk and Rocky Mount R. P. O. established.
Lawrenceville to Danville, Va.	Atlantic and Danville	110.60	May 1, 1890	Norfolk and Lawrenceville R. P. O. extended to Danville, Va.

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890—Continued.

FOURTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Opelika, Ala., to Columbus, Ga.	Savannah and Western R. R.	<i>Miles.</i> 39	Dec. 30, 1889	Roanoke and Opelika R. P. O. extended.
Birmingham to Blocton, Ala.	Birmingham Mineral R. R.	51.68	Mar. 8, 1890	
Oneonta to Birmingham, Ala.	do	38.68	Apr. 16, 1890	
Americus to Columbus, Ga.	Savannah and Western R. R.	65.42	May 23, 1890	Extension of Macon and Valdosta R. P. O.
Valdosta, Ga., to Lake City, Fla.	Georgia Southern and Fla. R. R.	59.90	Jan. 15, 1890	Extension of Macon and Lake City R. P. O.
Lake City to Palatka, Fla.	do	75.40	Apr. 18, 1890	
Columbus to Albany, Ga.	Columbus Southern Rwy.	82.61	Apr. 18, 1890	
Memphis, Tenn., to Rolling Fork, Miss.	Louisville, N. Or. and Texas Rwy.	143.30	Nov. 9, 1889	Extension of Leland and Glen Allen R. P. O.
Memphis, Tenn., to Grenada, Miss.	Illinois Central R. R.	101.60	Apr. 23, 1890	Service on trains Nos. 1 and 2 additional.
Monroe, N. C., to Chester, S. C.	Georgia, Carolina and Northern R. R.	45.66	Nov. 9, 1889	Extension of Elmore and Pagnalls R. P. O.
Sumter to Vance's, S. C.	Charles, Sumter and Northern R. R.	24.80	Feb. 17, 1890	Service on night trains 5 and 6.
Waycross to Thomasville, Ga.	Savannah, Fla. and Western R. R.	104.14	Sept. 25, 1889	West. Div. Atlanta and Artesia R. P. O. extended.
Columbus to Greenville, Miss.	Richmond and Danville R. R.	168.06	Sept. 11, 1889	Smithville and Blakely R. P. O. extended.
Blakely, Ga., to Columbia, Ala.	Southwestern R. R.	13.25		

FIFTH DIVISION.

Greensburg to Webbville, Ky.	Eastern Kentucky Railway	8.29	July 1, 1889	Greensburg and Willard R. P. O. extended.
Kyanaville, Ind., to Princeton, Ky.	Ohio Valley Railway	11.35	July 15, 1889	Henderson and Princeton R. P. O. extended.
Bowling Green, Ky., to Memphis, Tenn.	Louisville and Nashville Railroad	263.60	July 18, 1889	Service placed on night trains in apartment cars.
Pittsburgh, Pa., to Chicago, Ill.	Pitta., Ft. Wayne and Chicago Ry.	280.14	Aug. 1, 1889	Service placed on trains 3 and 8, Crestline, Ohio, to Chicago, Ill., in apartment cars.
Saunderly, Ohio, Wheeling, W. Va., to Pittsburgh, Pa.	Baltimore and Ohio Railroad	188.80	Feb. 10, 1890	Service placed on trains 1 and 20, Pittsburgh, Pa., to Crestline, Ohio, in apartment cars.
Newark, Ohio, to Chicago, Ill.	do	72	Aug. 23, 1889	Sandusky and Wheeling R. P. O. extended to Pittsburgh, Pa.
Chicago, Ill., to Cincinnati, Ohio	Cleveland, Cin., Chicago and St. Louis Rwy.	338.48	Aug. 23, 1889	Green and Chicago R. P. O. trains 5 and 6 extended to Chicago, Ill., and mail apartment service additional placed on trains 9 and 10 between Newark, Ohio, and Chicago, Ill.
Cumberland Gap to Knoxville, Tenn.	Knoxville, Cumberland Gap and Louisville R. R.	307.97	Ordered Sept. 6, 1889	Additional line of 40-foot railway post-office cars established.
		68.89	Dec. 16, 1889	New railroad.

Corbin to Middleborough, Ky.....		Louisville and Nashville Railroad	Dec. 22, 1898	Corbin and Pineville R. P. O. extended.
Lebanon Junction to Greensburg, Ky.....	12. 61	" do	Dec. 23, 1898	Lebanon and Greensburg R. P. O. extended.
Carriage to Lebanon, Tenn.....	38. 80	Nashville and Knoxville Railroad	Dec. 23, 1898	New railroad.
Dunlap to Chattanooga, Tenn.....	57. 70	Nashville, Chattanooga and St. Louis Ry....	Jan. 9, 1899	Dunlap and Bridgeport R. P. O. extended to Chattanooga.
Cleveland to Cincinnati, Ohio.....	241. 92	Cleveland, Cin., Chicago and St. Louis Rwy..	Ordered Jan. 14, 1899	Two daily lines of 50-foot railway post-office cars established to supersede the line of 40-foot cars.
Niles to Alliance, Ohio.....	27. 63	Niles and Alliance R. E.....	Jan. 25, 1899	R. P. O. service established on east trip only. Service being performed by Pittsburgh and Chicago R. P. O. train.
Chicago, Ill., Richmond, Ind., to Cincinnati, Ohio.....	300. 24	Chicago, St. Louis and Pittsburgh Railroad ..	Feb. 10, 1899	Service placed on night trains in apartment cars.
Detroit, Mich., to Cincinnati, Ohio.....	203. 56	Michigan Central, Dayton and Michigan, and Cin., Ham. and Dayton R. R.	Ordered Feb. 12, 1899	An additional daily line of 40-foot railway post-office cars established between Toledo and Cincinnati, Ohio.
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.....	59. 30	Ordered Feb. 18, 1899	Ordered Feb. 18, 1899	The daily line of 40-foot railway post-offices was established between Detroit, Mich., and Toledo, Ohio.
Nashville to Tracy City, Tenn.....	59. 30	Ordered Apr. 2, 1899	Ordered Apr. 2, 1899	An additional daily line of foot railway post-office cars established between Detroit, Mich., and Toledo, Ohio.
Detroit, Mich., to Cincinnati, Ohio.....	309. 64	Lon. New Alb. and Chic., and Cin., Ham. and Indianapolis R. R.	Feb. 26, 1899	Service placed on night trains in apartment cars.
Phalanx Station to Bergholz, Ohio.....	87	Nashville, Chattanooga and St. Louis Ry.....	Mar. 1, 1899	Tracy City and Cowan R. P. O. extended to Nashville, Tenn.
Logan and Nelsonville, Ohio.....	69. 30	Michigan Central, Dayton and Michigan, and Cin., Ham. and Dayton R. R.	Mar. 1, 1899	Toledo and Cincinnati R. P. O. day line extended to Detroit, Mich.
Hinton, W. Va., to Cincinnati, Ohio.....	59. 30	Lake Erie, Alliance and Southern Ry.....	Apr. 20, 1899	Toledo and Cincinnati R. P. O. night line extended to Detroit, Mich.
Louisville, Ky., to Memphis, Tenn.....	25. 60	Columbus, Hooking Valley and Toledo Ry....	Apr. 15, 1899	Double service placed between Phalanx Station and Alliance, Ohio.
Marionetta to Amesville, Ohio.....	32. 96	Cheapsake and Ohio Railroad.....	Apr. 1, 1899	One additional service added, making double service.
Jacksonpetts, Ind. to St. Louis, Mo.....	146	Newport News and Miss. Valley R. B.....	Apr. 1, 1899	Tuscarawas and Cincinnati R. P. O. extended to Hinton, W. Va.
Lebanon to Keokuk, Ohio.....	237. 45	Toledo, Columbus and Cin. Ry Co.....	Apr. 1, 1899	Night service established between Louisville and Paducah, Ky.
Lebanon to Dayton, Ohio.....	10	Marionetta and Shaysburgh R. P. O. extended.	Apr. 29, 1899	One additional service added in mail apartment cars.
Lebanon to Dayton, Ohio.....	233	Do	May 1, 1899	Do
Lebanon to Dayton, Ohio.....	265. 47	Do	May 1, 1899	Toledo and Findlay R. P. O. extended.
Lebanon to Dayton, Ohio.....	28. 47	Do	June 14, 1899	Service placed on night trains in apartment cars.
Lebanon to Dayton, Ohio.....	224. 64	Do		

SIXTH DIVISION:-

Chicago, St. Paul and Kansas City	16. 22	Aug. 2, 1889	Bremer and Hampton extended.
Jacksonville Southeastern	41. 24	Nov. 1, 1889	Havana and Springfield extended.
Grand Island and Wyoming Central	56. 26	Nov. 13, 1889	Lincoln and Alliance extended.
Illinois Central	83. 21	Nov. 20, 1889	West Lebanon and Rantoul extended.
St. Louis, Alton and Springfield	4. 53	Jan. 1, 1890	Springfield and Grafton changed and extended.

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890.—Continued.

New service.	Corporate title of company.	Distance. <i>Miles.</i>	Date of order for com- mencement of railway post-office service.	Remarks.
Valley to Valparaiso, Nebr	Union Pacific	18	Mar. 8, 1890	Lincoln and Alma changed and extended.
Chicago, Ill., to Terre Haute, Ind	Chicago and Eastern Illinois	178.26	Apr. 1, 1890	Terre Haute and Evansville extended.
Marion to Maunila, Iowa	Chicago, Milwaukee and St. Paul	199.40	Apr. 30, 1890	Manilla and Mitchell extended to Marion, and cur- tailed to end at Sioux City.
McGregor to Sanborn, Iowa	Chicago, Milwaukee and St. Paul	243	May 1, 1890	Short run, McGregor and Chamberlain.
Atchison, Kans., to Kansas City, Mo.	Kansas City St. Jo. and Council Bluffs	49.10	May 14, 1890	Columbus and Atchison extended.
Oskaloosa to Healdsburg, Iowa	Iowa Central	20.10	June 10, 1890	Mason City and Albia changed and extended.
Healdsburg to Ottumwa, Iowa	Chicago, Milwaukee and St. Paul	13.50	June 10, 1890	Do.

SEVENTH DIVISION.				
Atchison to Downs, Kans	Missouri Pacific	208.10	Dec. 21, 1889	Night service re-established on Atchison and Lenora, Kans., R. P. O.
Bigselow to St. Joseph, Mo.	Kansas City St. Joseph and Council Bluffs ..	88.60	Dec. 23, 1890	Villisca, Iowa, and Bigelow, Mo., R. P. O. extended.
Brunswick to Pattonburg, Mo.	Wabash	79.19	Feb. 21, 1890	Additional service on St. Louis, Mo., and Council Bluffs, Iowa, R. P. O.
Burlington, Iowa, to St. Louis, Mo.	Saint Louis, Keokuk and Northwestern	314.19	Nov. 23, 1889	Night service established on Burlington, Iowa, and St. Louis, Mo., R. P. O.
Cairo, Ill., to Jackson, Tenn.	Mobile and Ohio	107.94	Jan. 13, 1890	St. Louis, Mo., and Cairo, Ill., R. P. O. extended.
Caldwell, Kans., to El Reno, Ind. T.	Chicago, Rock Island and Pacific	108.52	May 13, 1890	Caldwell, Kans., and El Reno, Ind. T., R. P. O. established.
Chicopee to Pittsburg, Kans.	Southern Kansas	2.86	July 15, 1889	Pittsburg and Chanute, Kans., R. P. O. extended.
Concordia to Yuma (n. o.), Kans.	Missouri Pacific	5.13	Dec. 31, 1889	Prosser, Nebr., and Yuma, Kans., R. P. O. extended.
Creston, Iowa, to St. Joseph, Mo.	Burlington and Missouri River, and Kansas City, St. Joseph and Council Bluffs	103.88	May 24, 1890	Night service established on Creston, Iowa, and St. Joseph, Mo., R. P. O.
Hannibal to Gilmore, Mo.	Saint Louis and Hannibal	86.41	*July 1, 1890	Additional R. P. O. discontinued Jan. 19, 1890; re- established June 23, 1890.
Herington to Dodge City, Kans.	Chicago, Rock Island and Pacific	203.89	*July 1, 1889	Service established on night trains of Herington and Liberty, Kans., R. P. O., now known as Herington and Dodge City, Kans., R. P. O.
Kansas City, Mo., to Dodge City, Kans.	Atchison, Topeka and Santa Fe	368.04	May 31, 1890	Additional service on Kansas City, Mo., and Pueblo, Colo., R. P. O., making this line tri-daily between Kansas City, Mo., and Dodge City, Kans.
Kansas City, Mo., to Olathe, Kans.	Kansas City, Fort Scott and Memphis	19.25	Nov. 16, 1889	Additional R. P. O. service over Kansas City and Memphis R. P. O.; Olathe, Kans., and Ash Grove, Mo., R. P. O. extended to begin at Kansas City, Mo.

Kansas City, Mo., to Paola, Kans.	42.60	Dec. 7, 1889	Paola and Coffeyville, Kans., R. P. O. extended.
Kansas City, Mo., to Topeka, Kans.	67.53	Nov. 15, 1889	Topeka and Belleville, Kans., R. P. O. extended.
Lawrenceburg to Belleville, Kans.	17.13	Feb. 1, 1890	Concordia and Junction City, Kans., R. P. O. changed to begin at Belleville, Kans.
Leadville to New Castle, Colo.	98.28	Oct. 1, 1889	Colorado Springs and Leadville, Colo., R. P. O. extended.
St. Joseph, Mo., to Grand Island, Nebr.	232.54	*July 1, 1889	Additional R. P. O. service; temporarily suspended between Spawka, Kank., and Grand Island, Nebr., May 1 to June 30, 1890.
Seneca to Summerfield, Kans.	21.08	*July 1, 1889	Kansas City, Mo., and Seneca, Kans., R. P. O. extended.
Summerfield, Kans., to Beatrice, Nebr.	27.14	Jan. 16, 1890	Kansas City, Mo., and Summerfield, Kans., R. P. O. extended.
Topeka to Osawatimie, Kans.	74.91	May 19, 1890	Additional service on Topeka and Fort Scott, Kans., R. P. O. between Topeka and Lomax (n. o.), Kans., and on Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O. between Osawatimie and Lomax (n. o.), Kans.
Wallace, Kans., to Denver, Col.	218.70	*Feb. 16, 1890	Kansas City, Mo., and Denver, Colo. (night line), R. P. O. extended from Wallace, Kans., to Denver, Colo.

* Commenced.

EIGHTH DIVISION.

Burke, Idaho, to Spokane Falls, Wash.	182	Sept. 20, 1889	New service.
Farmington to Rockford, Wash.	83.75	July 22, 1889	Rockford and Pendleton extended.
Oceanview to Escudilla, Cal.	29.77	Mar. 26, 1890	San Bernardino and Oceanview extended.
Pasco, Wash., to Chehalis, Oreg.	48	Oct. 2, 1889	New service.
Portland to Eugene City, Oreg.	123	Mar. 12, 1890	New service. Short run, Portland, Oreg., and San Francisco, Cal., R. P. O.
Rockford to Spokane Falls, Wash.	25.58	Feb. 1, 1890	Rockford and Pendleton extended.
Rumney to Elmira, Cal.	51.70	Oct. 9, 1889	New service.
Sacramento to Colfax, Cal.	110	Dec. 1, 1889	New service. Short run, Ogden, Utah, and San Francisco, Cal., R. P. O.
Spokane Falls to Almira, Wash.	103.43	May 1, 1890	New service. Between Spokane Falls and Cheney, additional to Spokane Falls and Portland R. P. O.

NINTH DIVISION.

Copemish, Mich., to Toledo, Ohio	276.12	Dec. 2, 1889	Extension of service from Cadillac to Copemish, Mich., increasing distance 89.78 miles.
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TABLE L¹.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890—Continued.

TENTH DIVISION.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Sault de Ste. Marie to Minneapolis, Minn.....	Minneapolis, St. Paul, and Sault de Ste. Marie.	<i>Miles.</i> 342.80	Aug. 24, 1889	Sault de Ste. Marie and Gladstone R. P. O. changed and extended to Minneapolis, Minn., taking up and discontinuing Gladstone and Rhineland R. R. and Rhineland and Minneapolis R. P. O.
Mandan, Minn., to Spokane Falls, Wash.....	Northern Pacific.....	339.10	Sept. 14, 1889	One line of 40-foot R. P. O. cars authorized between Mandan, N. Dak., and Forsyth, Mont.
Barnesville, Minn., to Minot, N. Dak.....	St. Paul, Minneapolis, and Manitoba.....	81.40	Sept. 19, 1889	One line of 10-foot R. P. O. cars authorized between Barnesville and Crookston, Minn.
Do.....	do.....	114.55	do.....	One line of 40-foot R. P. O. cars authorized between Crookston, Minn., and Deville Lake, N. Dak.
Fond du Lac to Milwaukee, Wis.....	Chicago and Northwestern.....	63.72	Oct. 24, 1889	One line of 40-foot R. P. O. cars authorized.
Milwaukee, Wis., to Chicago, Ill.....	do.....	85	do.....	do.....
Fond du Lac, Wis., to Harvard, Ill.....	do.....	114	Nov. 14, 1889	do.....
Fort Howard, Wis., to Chicago, Ill.....	do.....	214.93	do.....	Fort Howard and Chicago R. P. O. changed and Fond du Lac and Harvard R. P. O. established.
Duluth to Staples, Minn.....	Northern Pacific.....	144.39	Nov. 23, 1889	Fort Howard and Chicago R. P. O. changed to run via Milwaukee, Wis., taking up and discontinuing Fond du Lac and Milwaukee, and Milwaukee and Chicago R. P. O.'s, and decreasing distance 28.40 miles.
Brainerd to Morris, Minn.....	do.....	119.28	do.....	Duluth and Brainerd R. P. O. changed and extended.
Helena, Mont., to Spokane Falls, Wash.....	do.....	381.90	do.....	Little Falls and Morris R. P. O. changed and extended.
St. Paul, Minn., to Helena, Mont.....	do.....	1,129.52	do.....	Mandan and Spokane Falls R. P. O. changed and Helena and Spokane Falls R. P. O. established.
Aberdeen to Eureka, S. Dak.....	Chicago, Milwaukee and St. Paul.....	68.05	Nov. 29, 1889	St. Paul and Mandan R. P. O. extended to Helena, Mont., taking up and discontinuing that portion of Mandan and Spokane Falls R. P. O. between Mandan, N. Dak., and Helena, Mont., and emitting that part from Little Falls, via Brainerd, to Staples, Minn.
Lapremer, Mich., to Fort Howard, Wis.....	Chicago and Northwestern.....	180.08	Jan. 8, 1890	Aberdeen and Orient R. P. O. changed to run from Roscoe to Eureka, S. Dak., and substituting R. R. for R. P. O. service between Roscoe and Orient, S. Dak.
				One daily line of 40-foot R. P. O. cars authorized.

Tracy Minn., to Gettysburgh, S. Dak	do	230.24	Jan. 18, 1890	Tracy and Redfield R. P. O. extended and Redfield and Gettysburgh R. P. O. taken up and discontinued.
Willmar, Minn., to Sioux Falls, S. Dak	Willmar and Sioux Falls	148.06	Feb. 18, 1890	Willmar and Sioux Falls R. P. O. established.
St. Paul, Minn., to Calmar, Iowa	Chicago, Milwaukee, and St. Paul	169	.....do	St. Paul and McGregor R. P. O. curtailed and St. Paul and Calmar R. P. O. established.
Chicago, Ill., to Prairie du Chien, Wis	do	279.21	Feb. 20, 1890	Chicago and North McGregor R. P. O. curtailed and Chicago and Prairie du Chien R. P. O. established.
Minneapolis, Minn., to Mason City, Iowa	Chicago, St. Paul, and Kansas City	149.50	Mar. 17, 1890	Minneapolis, Payfield, and Waterloo R. P. O. changed to run to Mason City, Iowa.
Tomahawk to Tomah, Wis	Chicago, Milwaukee, and St. Paul	131.06	Apr. 9, 1890	Merrill and Tomah R. P. O. changed and extended.
Brookings to Gettysburgh, S. Dak	Chicago and Northwestern	194	.....do	Tracy and Gettysburgh R. P. O. changed to begin at Brookings, S. Dak.
Winona, Minn., to Watertown, S. Dak	Winona and St. Peter	322.21	.....do	Winona and Tracy R. P. O. changed and extended to Watertown, S. Dak., taking up that portion of Tracy and Gettysburgh R. P. O. between Tracy, Minn., and Watertown, S. Dak.
Aberdeen, S. Dak., to Sioux City, Iowa	Chicago, Milwaukee, and St. Paul	266.16	Apr. 30, 1890	Service on this line formerly performed by the St. Paul and Mitchell R. P. O. between Aberdeen, Minn., and Mitchell, S. Dak., and Mitchell R. P. O. between Sioux City, Iowa, and Mitchell, S. Dak.
St. Paul, Minn., to Aberdeen, S. Dak	do	298.32	.....do	St. Paul and Mitchell R. P. O. continued and St. Paul and Aberdeen R. P. O. established.
Minneapolis, Minn., to Dubuque, Iowa	Chicago, St. Paul and Kansas City	264	May 7, 1890	Payfield and Dubuque R. P. O. changed and extended.
St. Paul, Minn., to Minot, N. Dak	Great Northern	67.17	June 7, 1890	One line of foot R. P. O. cars authorized between Minneapolis and St. Cloud, Minn. There are formerly trains on these lines in the week ending June 7, 1890.
Boundary Line (n. o.), N. Dak., to St. Paul, Minn.	St. Paul, Minneapolis, and Manitoba	419.67	June 14, 1890	Boundary Line (n. o.) and Devils Lake R. P. O. changed to run via Fargo, N. Dak., and Willmar to St. Paul, Minn., and taking up and discontinuing the Fargo, Willmar, and St. Paul R. P. O.
Leeds to Jamestown, N. Dak	Jamestown and Northern	108.44	June 19, 1890	Fargo and Minnewaukon R. P. O. changed to run to Leeds, N. Dak., and curtailed to end at Jamestown, N. Dak.

ELEVENTH DIVISION.

Denison to Houston, Tex	Houston and Texas Central	337.09	Nov. 1, 1889	Double daily service.
Denison to Taylor, Tex	Mo. Kans. and Texas	258.50	June 1, 1890	Do.
Houston to El Paso, Tex	Galveston, Harrisburg and San Antonio (Southern Pacific)	850.94	Oct. 1, 1889	Formerly Houston and Eagle Pass Tex. R. P. O. curtailed at Spofford, Tex., and extended to El Paso, Tex. Distance from Spofford to El Paso, Tex., 500.23 miles.
Lexington to Yoakum, Tex	San Antonio and Arkansas Pass	80.31	May 5, 1890	Extension of service from West Point to Lexington, Tex.; increased distance 36.11 miles.
Marble Falls to Austin, Tex	Austin and Northwestern	77.65	Dec. 9, 1889	Extension of service from Burnet to Marble Falls, Tex.; increased distance 16.95 miles.
Mineola to Troup, Tex	Mo., Kans. and Texas	44.54	Oct. 15, 1889	New service.

TABLE LI.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1890—Continued.

New service.	Corporate title of company.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Monett, Mo., to Sapulpa, Ind. T.	St. Louis and San Francisco	<i>Miles.</i> 156.66	Oct. 24, 1889	Extension of service from Vinita to Sapulpa, Ind. T.; increased distance, 75.10 miles.
New Orleans, La., to Houston, Tex.	Southern Pacific	362.74	Jan. 1, 1890	Establishment of line of R. P. O. cars, 40 feet in length, to supersede sparsely placed cars on trains 17 and 18.
Palmetto to Galveston, Tex.	International and Great Northern	201	Feb. 4, 1890	Formerly Texarkana, Ark., and Houston, Tex., R. P. O., curtailed to begin at Palestine, Tex., and extend to end at Galveston, Tex.
Texarkana, Ark., to El Paso, Tex.	Texas and Pacific	393.23	Feb. 16, 1890	Establishment of line of R. P. O. cars, 40 feet in length, authorized by Department, but this company built first-class 56-foot cars and placed same on this line on trains 3 and 4 between Texarkana, Ark., and Fort Worth, Tex.
Texarkana, Ark., to Fort Worth, Tex.	St. Louis, Ark. and Texas	215	May 2, 1890	Extended from Mount Pleasant, Tex., to Texarkana, Ark.; increased distance, 59 miles.
Texarkana, Ark., to Laredo, Tex.	Texas and Pacific, and International and Great Northern	597	Feb. 4, 1890	Formerly Palestine and Laredo, Tex., R. P. O.; service changed to begin at Texarkana, Ark.; increased distance, 174.45 miles.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FIRST DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
Boston and Cape Cod:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
A. m. run	120.81	6	4	138,036	34,509	
P. m. run	120.81	6	4	138,036	34,509	
Helpers	117.23		1	24,462	24,462	Between Boston and Yarmouth- port, two-thirds time.
Boston, Clinton and Fitchburg.	62.49	6	1	39,118	39,118	
Boston and Greenville.	60.33	6	1	37,766	37,766	
Boston and Hopewell Junction.	215.23	6	4	134,732	33,683	
Short run	118.30	6	2	74,056	37,028	
Second clerks	162.26		3	101,574	33,858	
Boston, Nashua and Keene.	96.22	6	2	60,233	30,116	
Boston and Newport.	70.54	6	1	10,298	10,298	New service commenced April 7, 1890.
Boston and Northampton.	104.71	6	2	65,548	32,774	
Boston and Plymouth.	38.60	6	1	4,023	4,023	New service commenced May 1, 1890.
Boston and Providence.	45.01	6	1	10,352	10,352	New service commenced Febru- ary 17, 1890.
Boston, Providence and New York:						
Day run	233.07	6	12	227,940	18,995	New service commenced Decem- ber 23, 1889.
Night run	233.07	7	12	510,420	42,535	¹ Night. ² Day.
Short stops	105.35		4	176,904 165,948	38,452 32,974	Between New York and Say- brook.
Boston and South Shore.	47.59	6	1	6,948	6,948	New service commenced April 7, 1890.
Boston, Springfield and New York:						
Day run	235.17	6	24	883,296	36,804	
Night run	235.17	7	36	1,545,048	42,918	
Short run	208.96	6	6	176,958	26,100	Full R. P. O. service to December 22, 1889 (40,716 miles); apart- ment service from December 23, 1889 (136,242 miles).
Messengers	235.17	7	4	171,672	42,918	
Short stops (night run)	109.73		4	160,204	40,051	Between New York and Hartford.
Boston and Troy:						
A. m. run	191.04	6	8	239,176	29,897	
P. m. run	191.04	6	8	239,176	29,897	
Short stops	71.67		2	44,864	22,432	
Boundary Line and Presque Isle	39.00	12	1	48,828	48,828	
Battleboro and Palmer.	56.32	6	1	35,262	35,262	
Cambridge Junction and Bur- lington.	34.47	12	1	26,955	26,955	Double service from April 1, 1890.
Canton and Mechanic Falls.	25.52	6	1	15,975	15,975	
Centre Barnstead and Hooksett.	24.61	6	1	13,181	13,181	Reported last year as Pittsfield and Hooksett. Line extended May 1, 1890.
Claremont and Boston.	129.84	6	2	81,279	40,640	
Danbury and South Norwalk.	23.61	12	1	29,558	29,558	
Essex Junction and Boston.	241.86	6	8	302,808	37,851	
Farmington and Portland.	83.69	6	1	32,714	32,714	Reported last year as Farming- ton and Lewiston. Line ex- tended May 10, 1890.
Foxcroft and Newport.	29.92	12	1	4,356	4,356	Bangor and Foxcroft from May 17, 1890. New service: Fox- croft and Newport from June 3, 1890.
Greenville and Bangor.	91.03	6	1	56,984	56,984	
Hartford and State Line.	67.68	12	2	86,072	43,036	Reported last year as Hartford and Millerton. Line curtailed October 28, 1889.
Hartford and Saybrook.	44.48	12	2	56,790	28,304	
Keene and South Vernon.	24.35	12	1	30,486	30,486	
Lancaster and Boston.	212.03	6	8	265,456	33,182	
Litchfield and Hawleyville.	32.75	6	1	20,501	20,501	
Lowell and Ayer.	16.98	12	1	21,238	21,258	
Lowell and Providence.	71.46	6	1	40,386	45,386	Extension Lowell and Taunton March 26, 1890.
Lowell and Taunton.	62.01	6	1	38,818	38,818	
Manchester, Lawrence and Boston.	53.85	12	2	50,311	25,155	Double service between Man- chester and Lawrence.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued

FIRST DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Manchester and Peterborough	63.37	6	1	39,669	39,669	
New Hartford and Farmington.	14.30	12	1	17,902	17,902	
New London, New Haven, Newport and Springfield:	51.81	12	2	64,866	32,433	
Day run	229.60	6	8	287,456	35,932	
Night run	229.60	6	8	287,456	35,932	
Short run	124.39	6	2	77,868	38,934	
Short stops	120.00		2	75,120	37,560	
Newton Circuit	22.90	30	1	21,812	21,812	New service commenced Nov. 1889.
North Adams and Pittsfield...	21.43	12	1	26,830	26,830	
North Conway and Boston	139.37	12	6	225,330	37,555	
Palmer and New London	65.30	6	1	40,877	40,877	
Peterborough and Worcester ..	53.80	6	1	33,678	33,678	
Pittsfield and Bridgeport	110.49	13	4	149,824	37,456	
Plymouth and Concord	51.40	6	1	32,176	32,176	This line has been extended and 2 additional clerks appointed. Have not commenced service.
Portland and Boston:						
A. m. run	116.70	6	6	219,162	36,527	
P. m. run	116.70	6	4	146,108	26,527	
Portland Island Pond	149.78	6	2	93,762	31,254	
Short run	92.16	6	2	57,692	28,846	
Helpers			2	93,762	46,881	
Portland and Rochester	52.74	3	1	33,015	33,015	
Portland and Swanton	232.00	6	4	145,796	36,449	
Short run	72.87	6	1	45,616	45,616	
Portland and Worcester	147.34	6	6	184,670	30,745	
Short run	46.76	6	1	29,271	29,271	
Portsmouth and Concord	59.25	6	1	37,090	37,090	
Portsmouth and Manchester ..	41.52	6	1	25,991	25,991	
Providence and New London ..	65.24	12	2	81,680	40,840	
Providence and Passaconaway ..	23.75	12	1	29,734	29,734	
Providence and Willimantic ..	50.04	6	1	36,959	36,959	
Richford and St. Albans	28.91	12	1	22,607	22,607	Double service from Apr. 1, 1890.
Rockland and Portland	68.42	12	2	110,700	36,900	
Rutland, Bennington and Troy ..	85.19	6	2	53,328	26,664	
St. Albans and Boston:						
Day run	265.40	6	8	332,280	41,535	
Night run	265.40	7	8	243,688	42,961	Sunday service from Sept. 3, 1889.
St. Albans and Troy	184.69	6	2	115,614	38,538	
Skowhegan and Portland	103.00	6	2	64,478	32,239	
Solon and Portland	113.16	6	2	66,702	33,351	Reported last year as North Andover and Portland. Line extended Mar. 26, 1890.
South Londonderry and Brattleborough.	36.47	6	1	22,830	22,830	
Springfield and Hartford	32.29	12	1	40,426	40,426	
Vanceborough and Bangor:						
Day run	114.44	6	4	143,278	35,819	
Night run	114.44	6	4	143,278	35,819	
Wells River and Montpelier ..	38.64	6	1	24,188	24,188	
West Windstead and Bridgeport ..	62.23	12	3	77,900	25,967	
Williamsburgh and New Haven.	85.59	12	3	107,158	35,719	
Willimantic and New Haven ..	54.69	6	1	34,235	34,235	
Winchendon and Worcester	3,805	6	1	23,819	23,819	
Worcester and Norwich	59.72	6	1	37,885	37,885	
Worcester and Providence	44.14	12	2	55,262	27,631	

SECOND DIVISION.

Addison and Galeton	46.56	6	1	29,147	29,147	
Albany and Binghamton	143.21	6	4	120,949	30,237	1 helper Albany and Richmondville, 50.00 miles.
Albany, Kingston and New York.	146.23	12	4	183,680	45,770	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Allentown and Harrisburg	91.84	12	3	114,984	38,328	
Allentown and Pawling	44.18	6	1	27,657	27,657	
Auburn and Harrisburg	58.92	6	1	86,884	36,884	
Babylon and New York	37.36	6	1	87,382	37,382	¹ Short run of the Sag Harbor and New York R. P. O.; ² Clerk alternates with Sag Har- bor and New York clerk.
Batavia and Buffalo	47.39	6	1	29,666	29,666	
Bellwood and Punxsutawney	58.30	6	1	36,496	36,496	
Belvidere and Philadelphia	102.54	6	1	64,190	64,190	
Bennington and Chatham	57.79	6	1	36,177	36,177	
Berlin and Salisbury	23.86	6	1	14,936	14,936	
Bethlehem and Philadelphia	57.60	18	4	143,928	35,982	
Binghamton and New York	208.70	6	6	261,292	43,548	
Boston Corners and Pough- keepsie	38.06	6	1	23,826	23,826	
Bound Brook and Philadelphia	59.96	6	1	37,535	37,535	
Branch Junction and Pitta- burgh	70.85	12	2	58,704	44,352	
Branchville and Waterloo	22.02	12	1	21,728	21,728	¹ 6 of these trips are between New- ton and Waterloo, 12.68 miles.
Brewster and New York	62.19	12	2	77,863	38,931	
Buffalo and Bradford	83.82	6	2	64,040	32,020	¹ Clerks alternate with Buffalo and Jamestown clerk.
Buffalo and Emporium	121.55	6	2	76,090	38,045	
Buffalo and Jamestown	69.63	6	1	32,019	32,019	¹ Clerk alternates with Buffalo and Bradford clerks.
Buffalo and Pittsburgh	273.10	6	6	253,909	42,318	¹ 2 helpers Pittsburgh and Oil City, 182.60 miles.
Butler and Freeport	21.46	12	1	26,868	26,868	
Canandaigua and Batavia	50.17	6	1	31,406	31,406	
Canandaigua and Elmira	69.17	6	1	30,946	30,946	¹ Clerk alternates with Elmira and Williamsport clerk.
Cape Charles and Norfolk	38.00	7	1	27,740	27,740	Steam-boat service.
Carbondale and Scranton	17.46	18	1	32,790	32,790	
Carlisle and Gettysburgh	32.34	6	1	20,309	20,309	
Cayuga and Ithaca	39.11	6	1	24,483	24,483	
Chambersburgh and Richmond Furnace	31.35	6	1	19,625	19,625	
Chatham and New York	130.44	12	5	163,310	32,662	
Clayton and Cheestown	32.71	6	1	20,476	20,476	
Clayton and Easton	44.52	6	1	27,870	27,870	
Canastota and Elmira	118.76	6	2	74,344	37,172	
Columbia and Perryville	43.88	6	1	27,469	27,469	
Curwensville and Tyrone	47.45	6	1	29,704	29,704	
Danville and Buffalo	95.98	6	1	42,286	42,286	Clerk alternates with Rochester and Olean clerk.
Downingtown and New Holland Driftwood and Red Bank Fur- nace	28.28	6	1	17,703	17,703	
Dunkirk and Titusville	109.98	6	2	68,847	34,423	
Dunkirk and Titusville	91.41	6	2	84,123	42,061	Clerks alternate with Larabee and Clermont clerk as helper on Buffalo and Emporium R. P. O.
Easton and Hasleton	69.18	18	5	153,307	30,662	¹ 6 of these trips between Easton and Manch Chunk, 45.56 miles; ² 1 helper. Short run New York and Elmira R. P. O.
Echo and Long Island City	58.00	12	1	51,057	51,057	¹ 6 of these trips between Setauket and Jamaica; 6 between Echo and Jamaica; 6 between Echo and Westbury; 6 between Se- tauket and Westbury.
Edmeston and Sidney	32.77	6	1	20,514	29,514	
Elmira and Baltimore	259.98	7	17	817,360	48,080	¹ 1 helper between Harrisburg and Williamsport, 98.00 miles daily, except Sunday.
Elmira and Blossburgh	52.41	6	1	32,809	32,809	
Elmira and Wilkesbarre	124.12	6	2	77,705	38,852	Short run New York and Elmira R. P. O.
Elmira and Williamsport	79.18	6	2	61,892	30,946	Short run Elmira and Baltimore R. P. O. Clerks alternate with Canandaigua and Elmira clerk.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled clerks.	Remarks.
	Miles.			Miles.	Miles.	
Erie and Pittsburgh	148.00	12	5	185,296	87,059	Steam-boat service.
Geneva and Watkins	43.50	6	2	27,231	13,615	
Geneva and Williamsport	172.29	6	3	107,854	36,951	
Georgetown and Franklin City	56.26	6	1	35,219	35,219	
Glyndon and Gettysburg	51.42	12	2	64,378	32,189	
Greenport and New York	98.60	12	3	124,700	41,566	
Greenville and Butler	58.87	6	1	36,853	36,853	
Greenwood Lake and New York	45.63	6	1	28,564	28,564	
Greycourt and Phillipsburgh ..	63.36	6	1	39,663	39,663	
Harrington and Lewes	40.79	6	1	25,535	25,535	
Harrisburg and Baltimore	86.23	12	3	107,948	35,983	Short run Elmira and Baltimore R. P. O. 1 helper Harrisburg and Shippenburg, 41.00 miles.
Harrisburg and Winchester	117.47	12	5	172,738	34,547	
Haverstraw and New York	43.41	6	1	27,175	27,175	Short run New York, Hornellsville and Buffalo R. P. O.
Hawley and Scranton	36.76	6	1	26,012	26,012	
Hazleton and Sunbury	52.61	6	1	33,059	33,059	
Heights town and Philadelphia	52.17	6	1	32,658	32,658	
Hornellsville and Buffalo	92.61	6	2	57,974	28,987	
Huntingdon and Cumberland ..	90.69	6	2	55,772	28,386	
Indiana and Branch Junction ..	19.26	12	1	24,038	24,038	
Ithaca and Owego	35.00	6	1	21,910	21,910	
Jameson City and Bloomsburg ..	30.42	6	1	19,043	19,043	
Johnstown and Rockwood	45.71	6	1	28,614	28,614	
Kane and Pittsburgh	153.51	6	2	96,097	48,048	Clerk alternates with Dunkirk and Titusville clerks as helper on Buffalo and Emporium R. P. O.
Kays and Stroudsburg	47.90	6	1	29,985	29,985	
Kingston and Goshen	44.26	6	1	27,707	27,707	
Lancaster and Frederick	81.67	6	2	51,125	25,562	
Lancaster and Harrisburg	40.87	6	1	25,585	25,585	
Larabee and Clermont	22.16	6	1	45,973	45,973	
Lawrenceville and Harrison Valley ..	32.42	12	1	40,590	40,590	
Lock Haven and Harrisburg ..	118.63	12	6	297,048	49,508	
Lock Haven and Tyrone	66.46	6	1	37,848	37,848	
Lyons and Sayre	92.22	6	2	57,730	28,865	Clerk relieved every third week by a clerk detailed from New York and Dunkirk R. P. O.
Meadville and Oil City	36.47	6	1	22,830	22,830	
Middletown and New York	89.78	6	1	37,466	37,466	16 of these trips, Moriah and Santa Clara, 18.51 miles. 2 Acting clerks.
Millerton and Dutchess Junction ..	57.97	6	1	36,289	36,289	
Moriah and Brandon	84.81	12	2	33,378	16,689	
Monmouth Junction and Manassquan ..	33.18	6	1	20,771	20,771	
Montandon and Bellefonte	67.63	6	1	42,336	42,336	
Montrose and Tunkhannock	29.16	6	1	18,254	18,254	
Mount Carmel and Sunbury	27.47	6	1	17,196	17,196	
New York and Dunkirk:						
East division	332.63	7	17	1,002,023	58,943	
West division	128.75	7	6	281,962	46,994	1 clerk detailed to relieve Middletown and New York clerk; 2 helpers, Hornellsville and Deposit, 155 miles; 2 helpers, Hornellsville and Susquehanna, 139 miles.
New York, Hornellsville, and Buffalo ..	425.69	6	17	806,476	52,734	
New York and Elmira	303.56	6	5	226,349	42,270	
New York and Hackettstown ..	62.79	6	1	26,204	26,204	
New York and Philadelphia	91.82	12	3	114,958	38,319	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
New York and Pittsburgh	443.20	134	154	8,381,400	54,100	¹ 8 of these trips Harriaburg and Pittsburgh, 249 miles. ⁸ helpers Jersey City and Harriaburg.
New York and Point Pleasant.	60.64	18	15	207,783	41,556	¹ 2 helpers.
New York and St. George	5.90	24	1	14,772	14,772	
New York and Washington:						
Fast mail	227.85	6	22	871,000	39,590	¹ 6 helpers.
Day line		6	16	619,001	38,750	
Night line		7	27	1,114,841	41,290	¹ 7 helpers.
New York, Dover, and Easton.	86.87	6	12	67,476	33,738	¹ 1 clerk relieves New York and Hackottstown clerk every third week.
New York, Somerville, and Easton.	75.09	18	4	141,018	35,254	
Nineveh and Carbondale	57.56	6	1	36,033	36,033	
Nordmont and Hartley Hall	27.16	6	1	17,002	17,002	
North Creek and Saratoga	58.25	6	1	36,464	36,464	
North Fair Haven and Sayre	118.11	12	3	128,286	42,745	¹ Six of these trips are between Auburn and Sayre, 86.74 miles.
Northville and Fonda	26.79	12	1	33,542	33,542	
Norwood and Rome	146.92	6	4	183,944	45,986	
Nyack and New York	30.35	12	1	31,400	31,400	Clerk alternates with Middletown and New York clerk.
Ogdensburg and Utica	134.78	6	18	116,524	38,841	Clerks alternate with Watertown and Utica clerk. ¹ 1 helper, Utica and Booneville, 35 miles.
Oil City and Pittsburgh	132.60	6	2	83,008	41,504	Short run Buffalo and Pittsburgh R. P. O.
Oneida and New York	270.33	6	4	169,227	42,307	
Oswego and Binghamton	115.30	12	4	144,356	36,089	
Oswego and Oneida	58.33	6	1	36,515	36,515	
Oswego and Suspension Bridge	151.19	6	2	94,645	47,322	
Peninsular Junction and Cape Charles.	73.50	6	1	46,011	46,011	
Penn Haven and Mount Carmel	48.20	6	1	30,173	30,173	
Philadelphia and Atlantic City	60.76	12	2	76,072	38,036	
Philadelphia and Baltimore	98.04	12	3	122,746	40,915	
Philadelphia and Cape May	83.60	12	2	104,668	52,334	
Philadelphia and Crisfield	162.92	6	14	141,300	35,325	¹ 1 helper Philadelphia and Clayton, 63.80 miles.
Philadelphia and Dover	75.23	6	1	47,088	47,088	Short run Philadelphia and Crisfield R. P. O.
Philadelphia and Harrisburg	106.55	12	6	200,100	33,350	
Philadelphia and Port Deposit	68.80	12	3	86,138	28,712	
Philadelphia and Port Norris	56.14	12	2	61,874	30,937	¹ 6 of these trips are between Philadelphia and Bridgeton, 39.70 miles.
Philadelphia and West Chester	28.50	12	1	35,682	35,682	
Philadelphia, Aiken, and Baltimore.	96.00	6	2	60,096	30,048	
Pittsburgh and Belle Vernon	44.45	6	1	27,826	27,826	
Pittsburgh and Fair Chance	75.84	6	1	47,476	47,476	
Pittsburgh and New Haven	60.12	6	1	37,635	37,635	
Pittsburgh and Washington	31.62	12	1	39,598	39,598	
Pittsburgh and West Brownsville.	54.34	6	1	34,017	34,017	
Pittsburgh and Wheeling	72.08	6	1	45,122	45,122	
Plattsburgh and Saranac Lake	72.82	6	1	45,585	45,585	
Port Jervis and New York	87.77	12	3	109,888	36,629	Short run New York and Dunkirk R. P. O.
Portland and Nazareth	29.96	6	1	18,755	18,755	
Pottsville and Philadelphia	94.13	21	17	324,089	46,298	¹ 2 helpers.
Pottsville, Tamaqua and Herndon.	78.74	12	2	85,374	42,687	¹ 6 of these trips between Pottsville and Shamokin 57.64 miles.
Reading and Quarryville	57.50	6	1	35,995	35,995	
Reading and Wilmington	74.07	6	1	46,368	46,368	
Red Bank and Bridgeton	95.20	6	1	59,595	59,595	
Richland and Niagara Falls	181.40	6	3	113,556	37,852	
Richland and Syracuse	42.83	6	1	26,499	26,499	
Ridgway and Erie	119.48	6	2	74,794	37,397	Short run Williamsport and Erie R. P. O.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SECOND DIVISION—Continued.

Railway post-office.	Distance from reg. later to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Rochester and Elmira	112.50	6	2	70,425	35,212	Clerks alternate with Dansville and Buffalo clerk.
Rochester and Olean	108.23	6	2	84,573	42,286	
Rochester and Punxsutawney. Rochester and Suspension Bridge	230.98 74.89	6 12	4 3	144,503 93,762	36,148 31,254	
Rockaway and High Bridge ...	30.57	6	1	19,137	19,137	In summer the clerks double the road, one clerk acting as helper.
Rondout and Stamford	74.36	12	3	102,998	34,332	
Rouse's Point and Albany: Rouse's Point Division	113.90	16	2	71,301	35,650	¹ Rouse's Point to Whitehall, 113.90 miles.
Rutland Division	101.55	16	26	175,969	35,194	¹ Albany to Rutland, 101.55 miles. ² 1 helper Albany and Whitehall, 78 miles. 1 additional clerk.
Rutland and Troy	85.84	6	2	53,726	26,868	¹ 1 helper, 54.30 miles. Clerks alternate with Babylon and N. Y. clerk.
Sag Harbor and New York ...	100.75	12	14	146,138	36,534	
St. Albans and Ogdensburg ...	142.15	6	13	140,318	46,773	¹ 1 helper, St. Albans and Malone, 81 miles.
Salamanca and Oil City	97.69	6	2	61,154	30,577	
Salamanca and Youngstown ..	158.58	6	6	231,526	38,587	
Saratoga and Northumberland ..	80.48	12	3	100,760	33,586	
Seafood and Cambridge	33.64	6	1	21,059	21,059	
Slatington and Reading	43.63	6	1	27,312	27,312	
Sodus Point and Stanley	34.03	6	1	21,303	21,303	
South Amboy and Philadelphia	62.92	12	2	78,776	39,388	
State Line and Rhinecliff	42.58	6	1	26,624	26,624	
Stoneboro and New Castle	35.29	6	1	22,092	22,092	
Sunbury and Lewistown	51.12	6	1	32,001	32,001	
Suspension Bridge and Buffalo	24.35	12	1	30,486	30,486	
Syracuse and Earlville	43.66	6	1	27,331	27,331	
Syracuse, Auburn and Rochester.	104.71	12	8	262,192	32,774	
Thomaston and Long Island City	14.28	18	1	26,817	26,817	Acting clerk. Additional.
Ticonderoga and Lake George.	140.00	6	1	28,880	8,880	¹ Steam-boat service. ² Service from June 30, 1889, to October 8, 1889, and June 1, to 30, 1890.
Towanda and Bernice	30.72	6	1	19,231	19,231	Clerks alternate with Utica and Randallville clerk.
Tower City and Lebanon	42.26	6	1	26,456	26,456	
Townsend and Centreville	35.21	6	1	22,041	22,041	
Utica and Binghamton	95.70	6	2	63,158	31,579	
Utica and Randallville	31.47	12	21	51,579	31,579	¹ 6 of these trips between Utica and Bouckville, 24.17 miles; short run of the Ogdensburg and Utica R. P. O. ² Clerk alternates with Utica and Binghamton clerks. Clerk alternates with Ogdens- burgh and Utica clerk.
Watertown and Utica	91.93	6	1	47,307	47,307	
Wellsville and Bradford	56.65	6	1	35,463	35,463	
Whiting and Tuckerton	29.48	12	1	36,908	36,908	
Wilkes Barre and Pottsville ...	81.30	6	1	50,894	50,894	
Williamsport and Erie	249.68	6	15	195,375	39,075	¹ 1 helper.
Williamsport and Gaxzam	127.34	6	2	79,715	39,857	
Williamsport and Port Clinton.	121.77	6	2	76,228	38,114	
Wilmington and Landenburgh.	20.38	6	1	12,758	12,758	

THIRD DIVISION.

Annapolis Junction and Ann- apolis	21.09	6	1	13,202	13,202	
Ashville and Jarretts	101.33	6	2	63,433	31,716	
Baltimore and Benedict	117.25	2	1	24,388	24,388	
Baltimore and Chestertown	58.00	3	1	16,096	16,096	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Baltimore and Crisfield.....	115.00	6	2	71,360	35,680	Service on this route is per- formed between Baltimore and Crisfield (115 miles) 6 times per week, and twice a week the residue of the route (123.50 miles) from May 1 to Decem- ber 31, and twice a week to Crisfield and once a week the residue of the route from Janu- ary 1 to April 5 of each year.
Baltimore and Fitchetts.....	211.50	2	1	43,992	43,992	
Baltimore and Fredericksburgh	289.00	2	2	137,280	137,280	2 additional round trips per week over this route between Baltimore, Md., and Tappa- hannock, Va. (371 miles).
Baltimore and Grafton.....	294.49	2	34	1,793,518	51,243	8 crews of 3 clerks, 4 crews of 2 clerks and 3 helpers, Baltimore Md., to Martinsburgh, W. Va. (100.95 miles) daily.
Baltimore and Lexington.....	257.17	6	6	239,864	47,972	1 helper, Harper's Ferry, W. Va., to Staunton, Va. (126 miles).
Baltimore and Martinsburgh..	100.95	6	2	63,195	31,597	
Baltimore and Norfolk.....	184.00	6	2	115,184	57,592	
Baltimore and Roanoke.....	328.42	7	8	301,797	37,724	1 helper, Baltimore to Hagers- town, Md., (57 miles) daily.
Baltimore and Salisbury.....	140.00	3	1	43,680	43,680	
Baltimore and Washington....	43.03	6	1	26,937	26,937	
Baltimore and West Point....	196.00	6	2	122,696	61,348	
Baltimore and Williamsport..	93.61	6	2	58,600	29,300	
Baltimore and Winchester....	114.11	6	2	71,433	35,716	
Bluefield and Honaker.....	57.40	6	1	35,932	35,932	
Bowie and Popes Creek.....	49.14	6	1	30,762	30,762	
Boykins and Lewiston.....	35.82	6	1	22,423	22,423	
Bristol and Chattanooga.....	242.87	14	16	707,720	44,232	
Bristol and Clinchport.....	43.40	6	1	27,168	27,168	
Clarksburgh and Weston.....	28.69	6	1	16,708	16,708	
Cranberry and Johnson City..	34.11	6	1	21,353	21,353	
Cumberland and Elkins.....	114.70	6	2	71,802	35,901	
Cumberland and Piedmont....	83.73	6	1	42,230	42,230	
Cumberland and Pittsburgh: Day line, trains 11 and 12..	150.73	6	4	130,540	32,670	1 helper, Pittsburgh to Connells- ville (57.80 miles).
Night line, trains 9 and 10..		7	3	110,033	33,366	
Danville and Stuart.....	76.16	6	1	47,676	47,676	
Elba and Rocky Mount.....	37.26	6	1	23,325	23,325	
Fayetteville and Bennettsville.	58.00	6	1	36,308	36,308	
Franklin and Edenton.....	97.00	6	1	30,264	30,264	
Fredericksburgh and Orange..	40.06	6	1	25,078	25,078	
Goldborough and Greens- borough.....	130.01	7	2	94,907	47,453	
Goldborough and Morehead City.....	94.93	6	2	39,426	29,713	
Grafton and Belington.....	41.55	6	1	26,010	26,010	
Grafton and Parkersburgh....	104.54	6	2	65,442	32,721	
Grafton and Wheeling.....	99.44	7	2	72,591	36,295	
Greensborough and Winston..	29.10	13	1	39,460	39,460	
Hagerstown and Wewerton....	24.52	12	1	30,700	30,700	
Keyville and Raleigh.....	114.69	7	2	83,724	41,862	
Knoxville and Marysville....	18.49	6	1	11,575	11,575	
Lynchburgh and Bristol.....	204.48	14	12	597,080	49,756	
Lynchburgh and Pocahontas..	171.95	6	3	107,641	35,880	
Morgantown and Fairmont....	25.88	6	1	16,201	16,201	
Moseley's Junction and Farm- ville.....	53.23	6	1	23,322	33,222	
Mount Airy and Wilmington...	248.44	6	4	135,523	38,880	
Norfolk and Danville.....	708.39	6	3	130,452	43,484	
Norfolk and Edenton.....	76.50	6	2	47,883	23,944	
Norfolk and Lynchburgh.....	205.22	7	4	149,811	37,452	
Norfolk and Raleigh.....	179.02	6	3	112,067	37,355	
Norfolk and Richmond.....	125.00	3	1	42,120	42,120	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Norfolk, Newport News and Richmond.	91.22	7	2	68,664	33,332	
Norfolk and Rocky Mount . . .	119.50	6	2	74,807	37,403	
Plymouth and Rocky Mount ..	72.21	7	1	52,713	52,713	
Pulaski City and Ivanhoe Fur- nace.	32.24	6	1	20,182	20,182	
Raleigh and Gibbon's Station ..	108.80	6	2	68,109	34,054	
Richmond and Danville.....	141.08	7	2	102,988	34,327	
Richmond and Hinton.....	272.86	7	8	328,965	41,119	4 helpers perform daily service over the entire line on west-bound trips, returning to Charlottesville in the Washington and Hinton R. P. O., and from that point they perform local service alone to Richmond, (96.40 miles) on train 4 daily (except Sunday).
Richmond, Lynchburgh and Clifton Forge.	290.55	6	4	144,324	36,181	
Rogersville and Bull's Gap....	16.27	6	1	10,185	10,185	
Salisbury and Knexville.....	273.78	7	5	236,131	47,226	1 helper, Salisbury to Hickory, N. C. (58 miles), daily (except Sunday).
Suffolk and Woodley	38.40	6	1	24,038	24,038	
Taylorsville and Charlotte	65.69	6	1	41,122	41,122	
Washington and Charlotte:						
Day line trains 50 and 53..	382.04	7	20	940,327	47,016	2 helpers on trains 50 and 53 between Danville, Va., and Charlotte, N. C. (142 miles), 4 helpers on trains 52 and 53 between Washington, D. C., and Charlottesville, Va. (113.42 miles), 4 helpers on trains 52 and 51 between Charlottesville, Va., and Charlotte, N. C. (267.10 miles).
Night line trains 52 and 51.		7	26	1,114,447	42,863	
Short run, Washington to Lynchburgh.	174.48	7	6	254,740	42,456	
Washington and Hinton.....	289.40	7	5	325,224	54,037	1 helper appointed to the Richmond and Hinton R. P. O., performs service on this line on east-bound trips between Hinton, W. Va., and Charlottesville, Va., daily (174.83 miles), and one helper appointed to this line performs service on west-bound trips between Clifton Forge, Va., and Hinton, W. Va. (86.11 miles), returning to Clifton Forge in the Richmond and Hinton R. P. O., daily (except Sunday).
Washington and Round Hill ..	53.35	6	1	33,397	33,397	
Washington and Strasburgh...	97.93	6	2	61,304	30,652	
Washington and Wilmington:						
Trains 23 and 78	362.38	7	17	878,970	51,704	2 helpers on trains 23 and 78 between Washington, D. C., and Richmond, Va., daily (116.93 miles), 2 helpers on trains 27 and 78 between Washington, D. C., and Petersburg, Va., daily (138.44 miles), 2 helpers on trains 27 and 78 between Washington, D. C., and Richmond, Va. (116.93 miles), 1 helper on trains 27 and 78 between Washington, D. C., and Richmond, Va., 4 days in each week.
Trains 27 and 14		7	15	764,137	44,275	
Short run, train 123	116.93	6	4	83,796	20,949	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

THIRD DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance trav- eled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Weldon and Greenville.....	65.03	6	1	41,385	41,385	
West Point and Richmond....	39.07	6	1	24,458	24,458	
Wheeling and Huntington....	215.92	6	3	270,332	33,791	
Wilmington and Rutherford- ton.	268.70	6	4	168,206	42,050	
Wilson and Fayetteville.....	74.44	6	1	45,599	45,599	
York and Baltimore.....	81.52	12	3	102,064	34,021	

FOURTH DIVISION.

Abbeville and Lovvle:						
Eastern division.....	60.00	6	1	37,560	37,560	
Western division.....	51.00	6	1	31,926	31,926	Abbeville and Americus.
Aberdeen and Durant.....	108.63	7	2	79,299	39,649	Americus and Abbeville.
Albany and Thomasville.....	58.92	7	1	43,012	43,012	
Americus and Columbus.....	65.42	6	1	40,983	40,983	
Anderson and McCormick.....	59.46	6	1	37,103	37,103	
Astor and Leesburgh.....	40.80	6	1	25,344	25,344	
Athens and Macon.....	106.77	6	2	65,624	33,312	
Athens and Union Point.....	40.48	6	1	25,250	25,250	
Atlanta and Birmingham.....	167.88	7	3	112,552	40,850	
Atlanta and Brunswick.....	278.37	14	8	406,047	50,755	
Atlanta and Port Valley.....	165.14	6	2	65,607	32,804	
Atlanta, Macon and Montgom- ery.	323.91	7	8	477,288	59,661	
Short run.....	210.41	7	3	153,599	51,199	Atlanta and Albany.
Atlanta and Montgomery.....	173.33	14	10	506,122	50,612	
Atlanta and Anniston.....	85.99	6	1	22,457	22,457	
Augusta and Atlanta.....	171.50	14	6	250,517	41,753	
Augusta and Millen.....	55.45	6	1	34,600	34,600	
Augusta and Port Royal.....	112.96	6	2	70,731	35,365	
Augusta and Sandersville.....	81.41	6	1	50,800	50,800	
Bayou Sara and Baton Rouge.....	32.00	6	1	20,096	20,096	Steam-boat.
Birmingham and Blocton.....	51.68	6	1	32,351	32,351	
Birmingham and Greenville.....	292.35	7	4	213,415	33,354	
Birmingham and Memphis.....	251.60	7	4	183,668	45,917	
Brunswick and Albany.....	169.73	7	3	123,902	41,300	
Cairo and Mobile:						
Northern division.....	262.72	7	3	333,570	47,946	Cairo and West Point.
Southern division.....	233.15	7	4	170,199	42,549	West Point and Mobile.
Cairo and New Orleans:						
Northern division.....	268.46	14	24	1,075,903	44,829	Cairo and Jackson, Miss.
Southern division.....	184.12	14	6	268,815	47,204	Jackson, Miss., and New Orleans
Camaek and Macon.....	78.50	12	2	98,394	49,197	
Cartersville and Talladega.....	141.84	6	2	88,791	44,395	
Charleston and Augusta.....	139.23	7	2	101,631	50,815	
Short run.....	75.62	6	1	47,338	47,338	Augusta and Branchville.
Charlotte and Atlanta.....	268.24	14	16	783,260	48,954	
Day-line helpers.....		6	2	125,424	62,712	201 miles.
Night-line helpers.....		6	2	146,016	73,008	234 miles.
Charlotte and Augusta.....	192.00	7	3	140,180	46,720	
Chattanooga and Atlanta:						
First and second clerks....	123.34	21	14	605,930	43,280	
Third clerks.....		14	5	201,977	40,395	
Chattanooga and Carrollton.....	138.00	7	2	100,740	50,370	
Chattanooga and Meridian.....	295.60	14	12	647,364	53,947	
Chattanooga, Rome and Atlanta	153.49	6	2	96,085	48,042	
Cleveland and Selma.....	263.92	7	4	192,661	48,165	
Columbia and Charleston.....	122.77	7	2	96,922	48,461	
Short run.....	60.03	7	1	50,391	50,391	Columbia and Branchville.
Columbia, Sumter and Charlee- ton.	138.00	7	2	99,280	49,640	
Columbus and Albany.....	89.61	7	1	56,096	56,096	
Columbus and Troy.....	85.65	6	1	53,616	53,616	
Du Pont and Gainesville.....	119.31	7	2	87,096	43,548	
Demopolis and Mobile.....	254.00	2	1	26,416	26,416	Steam-boat.
Eatonton and Gordon.....	28.48	6	1	24,013	24,013	
Eufaula and Ozark.....	59.51	6	1	37,253	37,253	
Falsoma and Vicksburg.....	126.00	1	1	9,672	9,672	Do.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FOURTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Fernandina and Orlando	211.55	7	4	154,431	38,608	
Flomston and Pensacola	42.42	6	1	27,100	27,100	
Florence and Augusta	164.37	7	3	119,990	39,997	
Gainesville and Social Circle ..	52.29	6	1	32,830	32,830	
Greenville and Columbia	144.33	6	3	90,564	30,188	
Greenville and Columbus	50.78	6	1	31,686	31,686	
Greenville and Laurens	37.48	6	1	23,387	23,387	
Greenville and Walhalla	70.16	6	1	43,780	43,780	
Greenwood and Jackson	100.46	6	2	62,687	31,343	
Greenwood and Vicksburg	265.50	1	1	27,612	27,612	Steam-boat.
Griffin and Carrollton	66.37	6	1	37,670	37,670	
Griffin and Columbus	80.50	6	1	50,232	50,232	
Hot Springs and Columbia	201.00	7	3	146,730	48,810	
Jackson and Natches	98.55	6	2	62,112	31,056	
Jacksonville and Pensacola:						
Eastern division	207.50	7	4	151,475	37,868	Jacksonville to River Junction
Western division	181.20	7	3	117,676	39,225	River Junction to Pensacola.
Jacksonville and Tampa	240.71	13	6	253,895	42,316	7 trips a week, Sanford to Tampa
Helpers		7	2	107,330	53,664	147.04 miles.
Laurens and Columbia	78.29	6	1	49,420	49,420	
Lenoir and Lancaster	138.25	6	3	86,268	28,756	
Lula and Athens	38.59	6	1	24,227	24,227	
Macon and Birmingham	258.18	7	4	188,434	47,108	
Macon and Palatka	288.74	7	4	210,780	52,695	
Macon and Savannah	191.43	7	3	140,459	46,819	
Melbourne and Jupiter	86.00	3	1	27,004	27,004	Steam-boat.
Memphis and Granada	101.60	14	3	148,336	40,445	
Memphis and New Orleans:						
Northern division	221.45	7	4	161,665	40,416	Memphis and Vicksburg.
Southern division	235.06	7	4	171,593	42,898	Vicksburg and New Orleans.
Short run	68.80	7	3	55,766	55,766	New Orleans and Baton Rouge.
Memphis and Rolling Fork	190.00	7	3	136,700	46,233	
Meridian and New Orleans	196.30	7	3	143,299	47,433	
Meridian and Shreveport	312.56	7	5	228,168	47,042	
Helpers		6	2	121,198	60,599	96.80 miles.
Middleton and Pontotoc	62.68	6	1	39,112	39,112	
Montgomery and Akron	113.63	7	2	82,949	41,474	
Montgomery and Luverne	51.69	6	1	32,254	32,254	
Montgomery and New Orleans ..	321.85	14	16	939,402	58,737	
Murphy and Marietta	110.00	6	2	68,860	34,430	
Monroe and Chester	45.66	6	1	28,583	28,583	
Natches and Bayou Sara	110.00	3	1	34,430	34,430	Steam-boat.
New Orleans and Bohemia	50.00	6	1	31,300	31,300	
New Orleans and Port Vincent ..	108.00	2	1	21,840	21,840	Do.
Ocala and Homosassa	48.98	6	1	30,563	30,563	
Oneonta and Birmingham	36.68	6	1	22,962	22,962	
Palatka and Drayton Island	39.25	6	1	24,570	24,570	Do.
Palatka and Punta Gorda:						
Northern division	192.25	6	3	119,964	39,988	Palatka and Bartow.
Southern division	75.40	6	1	47,049	47,049	Bartow and Punta Gorda.
Roanoke and Opelika	68.00	6	1	42,568	42,568	
Rome and Attalla	63.70	6	1	39,748	39,748	
Rome and Gadsden	155.00	2	1	32,240	32,240	Steam-boat.
Rutherfordton and Kingsville ..	188.73	6	3	137,772	45,924	
Sanford and St. Petersburg	153.28	6	3	95,633	31,877	
Selma, Jackson, and Mobile	163.22	7	2	119,150	59,575	
Selma and Meridian	110.76	7	2	80,854	40,427	
Selma and Mobile	308.00	2	2	64,064	32,032	Do.
Selma and Pine Apple	46.40	6	1	28,953	28,953	
Sheffield and Jasper	87.70	6	1	54,724	54,724	
Smithville and Columbia	86.79	6	1	54,330	54,330	
Spartanburg and Augusta	134.21	7	2	97,973	48,986	
Sumter and Pregnalls	60.33	6	1	37,706	37,706	
Tampa and Ellenton	45.00	6	1	28,170	28,170	Do.
Tennille and Dublin	36.00	6	1	22,464	22,464	
Titusville and Sanford	47.75	6	1	29,796	29,796	
Titusville and Melbourne	42.50	6	1	26,605	26,605	Do.
Toccoa and Elberton	50.62	6	1	31,586	31,586	
Vicksburg and Natches	100.00	3	1	31,300	31,300	Do.
Wadesborough and Sumter	105.43	6	2	65,788	32,894	
Waldo and Cedar Keys	71.00	6	1	41,304	44,304	
Waycross and Chattahoochee ..	164.21	14	4	196,078	49,019	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FOURTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Wildwood and Plant City	65.80	6	1	47,834	47,834	
Wilmington and Jacksonville: Trains Nos. 14 and 17	494.14	7	24	1,442,888	69,120	"West India mail," Wilmington and Jacksonville.
North division	142.86	7	3	155,884	51,961	Wilmington and Charleston.
South division	144.40	7	4	210,824	52,705	Charleston and Jacksonville.
Helpera, south division, 171.05 miles.		7	3	124,886	41,622	

FIFTH DIVISION.

Addison, Mich., and Franklin, Ohio.	191.43	6	8	119,835	39,945	
Anderson and Ladoga, Ind.	64.87	6	1	40,609	40,609	
Ashland and Richardson, Ky.	50.23	6	1	31,444	31,444	
Ashtabula, Ohio, and New Castle, Pa.	81.13	6	2	50,787	25,394	
Harvard and New Philadelphia, Ohio.	32.34	6	1	40,490	40,490	Clerk makes two round trips daily except Sunday.
Bedford and Switz City, Ind.	41.54	6	1	28,004	28,004	
Bellaire and Zanesville, Ohio.	112.49	6	2	70,419	35,209	
Benton Harbor, Mich., and Anderson, Ind.	164.96	6	2	103,265	51,632	
Bowling Green, Ky., and Memphis, Tenn.	263.60	7	8	384,856	48,107	Day line.
Do.		7	4	183,466	45,866	Night line; established July 18, 1889.
Cambridge City and Madison, Ind.	108.60	12	3	185,967	45,322	Clerks make two round trips daily, except Sunday.
Canton and Sherodsville, Ohio.	48.42	6	1	303,111	30,311	
Carey and Delphos, Ohio.	56.74	6	1	35,519	35,519	
Carthage and Lebanon, Tenn.	37.68	6	1	11,907	11,907	
Chattanooga and Memphis, Tenn.	310.75	7	4	226,848	56,712	Day line.
Do.		7	4	215,039	55,760	Night line; established July 29, 1889.
Chicago, Ill., and Cincinnati, Ohio.	307.16	7	16	896,907	56,067	Day line.
Do.		7	28	1,569,568	56,057	Night line.
Chicago, Ill., and Louisville, Ky.	324.18	7	8	444,775	55,597	Day line; six times per week service previous to Dec. 8, 1883.
Do.		7	8	473,303	59,163	Night line.
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.	309.64	6	4	193,835	48,459	Day line.
Do.		7	4	77,410	19,353	Night line; established Feb. 26, 1890.
Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.	300.24	6	4	187,950	46,988	Day line.
Do.		7	4	84,668	21,167	Night line; established Feb. 10, 1890.
Cincinnati, Ohio, and Chattanooga, Tenn.	340.06	7	12	744,731	62,061	Day line.
Do.		7	8	498,488	62,061	Night line.
Cincinnati and Hamilton, Ohio, and Indianapolis, Ind.	125.41	6	2	51,669	25,834	Feb. 26, 1890, run extended to Chicago, Ill., making Chicago, Monon and Cincinnati R. P. O. Night line. (See that time.)
Cincinnati, Ohio, and Junction City, Ky.	122.36	6	2	76,535	38,267	Short run of Cincinnati and Chattanooga R. P. O.
Cincinnati, Ohio, and Livingston, Ky.	155.91	6	3	97,600	32,533	
Cincinnati, Ohio, and Louisville, Ky.	111.53	6	2	69,818	34,909	This is the short run of Cincinnati and Nashville R. P. O.
Cincinnati, Ohio, and Nashville, Tenn.	303.20	7	16	883,344	55,334	Day line.
Do.		7	12	664,008	55,334	Night line.
Do.		7	4	221,336	55,331	Trains Nos. 5 and 6.
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	132.11	6	2	82,701	41,350	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Cincinnati, Ohio, and St. Louis, Mo.	342.15	7	16	1,001,998	62,625	Day line.
Do.		7	20	1,252,492	62,625	Night line.
Cleveland and Ballaire, Ohio.	171.31	6	4	107,240	26,810	
Cleveland and Cincinnati, Ohio.	244.66	7	12	638,805	44,650	Day line.
Do.		7	16	714,407	44,650	Night line.
Cleveland and Coshocton, Ohio.	114.72	6	2	71,815	35,967	
Cleveland, Hudson, and Colum- bus, Ohio.	171.19	6	3	107,163	35,722	
Cleveland, Ohio, and Indian- apolis, Ind.	283.00	7	8	413,180	51,648	Trains Nos. 3 and 10.
Do.		7	4	84,626	8,632	Additional service placed on trains Nos. 7 and 2 commencing May 1, 1890.
Cleveland and New Lisbon, Ohio.	92.25	6	2	57,748	28,874	
Cleveland, Ohio, and Pitts- burgh, Pa.	149.30	6	3	93,462	31,154	Trains Nos. 36 and 35.
Do.		6	3	93,462	31,154	Trains Nos. 37 and 38.
Do.		7	6	217,978	36,329	Trains Nos. 41 and 42. Three helpers over whole line.
Cleveland, Youngstown, Ohio, and Pittsburgh, Pa.	136.77	6	5	185,460	37,092	Trains Nos. 72 and 67 daily, ex- cept Sunday. Trains Nos. 64 and 63 daily, including Sunday.
Cleveland and Zoar Station, Ohio.	76.39	6	2	47,820	23,910	
Columbus, Ohio, and Ashland, Ky.	133.11	12	4	166,654	41,663	
Columbus and Athens, Ohio.	77.56	12	3	38,160	12,720	Commencing Nov. 21, 1889, this line curtailed at Logan, Ohio, making the Logan and Athens R. P. O. Service between Columbus and Logan, Ohio, performed by Columbus and Pomeroy R. P. O.
Columbus, Ohio, and Charles- ton, W. Va.	198.07	6	3	123,992	41,331	
Columbus and Cincinnati, Ohio.	120.14	6	2	75,208	37,604	
Columbus, Midland City, and Cincinnati, Ohio.	117.85	12	3	147,548	49,183	
Columbus and Pomeroy, Ohio.	133.76	12	4	101,658	25,414	Formerly Logan and Pomeroy R. P. O. Extended to Colum- bus, Ohio, Nov. 21, 1889.
Corbin and Middlesborough, Ky.	44.24	6	1	23,755	23,755	Corbin and Pineville R. P. O. ex- tended to Middlesborough, Ky. Dec. 23, 1889, increasing dis- tance 12.61 miles.
Cumberland Gap and Knox- ville, Tenn.	69.52	6	1	23,498	23,498	New service; established Dec. 16, 1889.
Crestline, Ohio, and Chicago, Ill.	280.14	6	8	350,735	43,842	Trains Nos. 1 and 20.
Do.		7	8	374,267	46,783	Trains Nos. 3 and 8. Service es- tablished Aug. 1, 1889.
Dayton and Ironton, Ohio.	168.45	6	3	105,450	35,150	
Decherd and Columbia, Tenn.	87.15	6	2	54,556	27,278	
Delaware and Columbus, Ohio.	25.68	6	1	16,076	16,076	
Delphos and Dayton, Ohio.	96.38	6	2	60,334	30,167	
Detroit, Mich., and Cincinnati, Ohio.	262.88	6	8	329,126	41,141	Toledo and Cincinnati R. P. O. day line extended to Detroit, Mich., Mar. 1, 1890.
Do.		7	12	470,913	39,243	Toledo and Cincinnati R. P. O. night line extended to Detroit, Mich., April 20, 1890.
Dickson and Kimmins, Tenn.	47.72	6	1	29,873	29,873	
Dodds and Cincinnati, Ohio.	36.73	6	1	22,993	22,993	
Dresden and Morrow, Ohio.	148.62	12	4	203,171	50,793	Dresden and Cincinnati R. P. O. curtailed to end at Morrow, Ohio, Nov. 13, 1889, decreasing distance 37.47 miles.
Dunlap and Chattanooga, Tenn.	66.69	6	1	36,389	36,389	On Jan. 9, 1890, run extended to Chattanooga, Tenn., increas- ing distance 16.24 miles.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Evansville, Ind., and Paducah, Ky.	145.50	6	2	90,793	45,396	
Evansville, Ind., and Princeton, Ky.	99.68	6	2	62,129	31,065	
Evansville, Ind., and Providence, Ky.	72.04	6	1	45,097	45,097	
Fairland and Martinsville, Ind.	37.83	6	1	23,682	23,682	
Fort Branch and Mt. Vernon, Ind.	38.66	6	1	24,201	24,201	
Fort Wayne, Ind., and Cincinnati, Ohio.	178.86	6	3	111,966	37,322	
Frankfort, Ind., and St. Louis, Mo.	247.97	6	4	155,229	38,807	
Georgetown and Cincinnati, Ohio.	47.44	12	2	59,394	29,698	
Grafton, W. Va., and Chicago, Ill.	558.11	7	20	1,097,216	54,961	4 helpers between Chicago Junction, Ohio, and Grafton, W. Va., and return, 286.79 miles.
Grafton, W. Va., and Cincinnati, Ohio.	300.58	7	12	658,270	54,856	Day line.
Do.....		7	16	877,694	54,856	Night line.
Grand Rapids, Mich., and Cincinnati, Ohio.	309.06	6	4	193,472	48,368	
Greenup and Webbville, Ky.	37.26	6	1	23,325	23,325	
Hamden and Portsmouth, Ohio.	56.37	6	1	35,288	35,288	
Hinton, W. Va., and Cincinnati, Ohio.	309.89	7	8	450,979	56,372	Day line.
Do.....		7	8	450,979	56,372	Night line.
Huntington, W. Va., and Louisville, Ky.	234.11	6	2	87,433	43,717	Eastern division—Huntington, W. Va., to Lexington, Ky., 189.67 miles.
Do.....		12	3	119,028	39,676	Western division—Lexington to Louisville, Ky., 96.97 miles.
Indianapolis, Ind., and Decatur, Ill.	162.50	6	3	95,465	31,822	
Indianapolis, Ind., and Louisville, Ky.	111.33	7	3	150,963	50,321	Trains No. 10 and 13.*
Do.....		7	3	150,963	50,321	Trains No. 18 and 19.*
Indianapolis, Ind., and Peoria, Ill.	212.41	6	4	132,969	33,242	Day line.
Do.....		7	8	310,119	38,765	Night line.
Indianapolis, Ind., and St. Louis, Mo.	265.47	6	8	332,368	41,546	Day line.
Do.....		7	4	32,387	8,097	Night line.
Indianapolis and Terre Haute, Ind.	73.05	6	1	45,729	45,729	
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	241.08	6	4	150,916	37,729	
Indianapolis and Vincennes, Ind.	116.70	6	2	78,054	36,527	
Keathley and Knoxville, Tenn.	51.88	7	1	37,872	37,872	
Killbuck and Trimway, Ohio.	33.82	6	1	21,171	21,171	
Leavittsburg and Dayton, Ohio.	224.64	6	4	140,625	35,156	Day line.
Do.....		7	4	7,638	1,909	Night line—service established June 14, 1890.
Lebanon Junction and Greensburgh, Ky.	68.95	6	1	31,786	31,786	Lebanon and Greensburgh R. P. O. extended to Lebanon Junction, Ky., Dec. 26, 1889.
Lebanon and Nashville, Tenn.	32.04	12	1	40,114	40,114	
Logan and Athens, Ohio.	26.97	6	1	20,497	20,497	Curtailement of Columbus and Athens R. P. O., taking effect Nov. 21, 1890.
Logan and Nelsonville, Ohio.	32.96	12	1	25,775	25,775	Commencing April 1, 1890, 12 trips per week.
Logan and Pomeroy, Ohio.	82.83	6	2	20,376	10,188	Commencing Nov. 21, 1890, run extended to Columbus, Ohio. (See Columbus and Pomeroy R. P. O.)
Logansport, Ind., and Columbus, Ohio.	198.48	6	3	124,248	41,416	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Louisville and Bloomfield, Ky..	58.37	6	1	86,540	36,540	
Louisville and Burgin, Ky.	96.28	7	2	61,932	30,966	
Louisville, Ky., and Evansville, Ind.	210.25	6	3	131,196	43,732	
Louisville and Henderson, Ky.	143.91	6	2	90,088	45,044	
Louisville, Ky., Huntingburgh and Evansville, Ind.	124.25	6	2	77,780	38,890	
Louisville, Ky., and Knoxville, Tenn.	268.02	7	4	195,655	48,914	Night line.
Do.....		7	3	147,701	49,234	Day line—Louisville, Ky., to Jellico, Tenn., distance 202.33 miles.
Louisville, Ky., and Memphis, Tenn.	393.28	7	6	71,577	11,929	Night line.
Do.....		7	4	166,038	41,510	Day line—Louisville to Paducah, Ky.; distance, 227.45 miles.
Louisville, Ky., and St. Louis, Mo.	260.05	7	4	196,406	49,102	
Louisville and Springfield, Ky.	60.77	6	1	38,042	38,042	
Marietta and Amesville, Ohio.	44.99	6	1	22,958	22,958	Marietta and Sharpsburgh R. P. O. extended to Amesville, Ohio, April 28, 1890, increasing distance 10 miles.
Marion, Ohio, and Chicago, Ill.	270.15	6	4	169,114	42,278	
Maysville, Paris, Ky., and Cincinnati, Ohio.	180.45	6	2	81,662	40,831	
Michigan City and Indianapolis, Ind.	161.18	6	3	100,899	33,633	
Michigan City and Monon, Ind.	59.82	6	1	37,447	37,447	
Momence, Ill., and Brazil, Ind..	130.94	6	2	81,968	40,984	
Nashville and Chattanooga, Tenn.	151.54	7	3	110,694	36,875	Trains Nos. 1 and 2, daily.
Do.....		6	2	94,864	47,432	Trains Nos. 5 and 6, daily, except Sunday.
Nashville, Tenn., and Hickman, Ky.	160.56	6	4	154,161	38,540	3 through clerks and 1 helper between Nashville and Union City, Tenn., distance 153.90 miles, Mondays, Wednesdays, and Saturdays.
Nashville, Tenn., and Hopkinsville, Ky.	71.76	6	1	44,922	44,922	
Nashville, Tenn., and Montgomery, Ala.	306.92	7	8	446,643	56,830	Day line.
Do.....		7	5	274,270	54,854	Night line—1 helper between Nashville, Tenn., and Decatur, Ala., four nights per week, distance 122.47 miles.
Nashville, Tenn., and St. Louis, Mo.	317.44	7	6	344,297	57,383	Day line—4 clerks through and 2 helpers between Nashville, Tenn., and Evansville, Ind., distance, 164.20 miles.
Do.....		7		463,462	57,983	Night line.
Nashville, Tenn., and Sheffield, Ala.	133.26	6	2	88,421	41,710	
Nashville and Tracy City, Tenn.	107.55	6	1	80,751	30,751	Tracy City and Cowan R. P. O. extended to Nashville, Tenn., March 1, 1890, increasing distance 87 miles.
Newark, Ohio, and Chicago, Ill.	358.48	6	4	159,707	39,927	Aug. 29, 1889, to Nov. 10, 1889, run from Newark, Ohio, to Chicago, Ill.; from Nov. 11, 1889, to May 18, 1890, run from Chicago Junction, Ohio, to Chicago, Ill., and from May 18, 1890, to June 30, 1890, run from Newark, Ohio, to Chicago, Ill.
Newark and Shawnee, Ohio....	43.88	6	1	27,469	27,469	
New Castle and North Vernon, Ind.	69.39	6	1	43,438	43,438	
New Galilee, Pa., and New Lisbon, Ohio.	25.23	6	1	15,794	15,794	

* 2 clerks through and 1 helper over whole line daily, except Sunday.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Owensborough and Russell- ville, Ky.	72.62	6	1	45,460	45,460	
Paducah, Ky., and Florence, Ala.	300.00	2	2	62,400	31,200	
Paducah, Ky., and Memphis, Tenn.	168.18	7	3	92,168	30,721	April 1, 1890, the Louisville and Paducah R. P. O. was extended to Memphis, Tenn., taking up and discontinuing Paducah and Memphis R. P. O. (See Louis-ville and Memphis R. P. O.).
Painesville and Youngstown, Ohio.	61.07	6	1	28,230	38,230	
Parkersburgh, W. Va., and Cin- cinnati, Ohio.	196.49	6	4	123,003	30,751	Short run of Grafton and Cin- cinnati R. P. O.
Perryville and Memphis, Tenn.	136.67	6	2	85,555	42,778	
Phalanx Station and Bergholz, Ohio.	60.90	6	2	41,503	20,761	Commencing April 15, 1890, double service established be- tween Phalanx Station and Alliance, Ohio, distance 26.60 miles.
Pittsburgh, Pa., and Akron, Ohio.	136.22	6	2	86,274	42,637	
Pittsburgh, Pa., and Chicago, Ill.	468.80	7	28	1,368,896	48,869	
Pittsburgh, Pa., and Cincin- nati, Ohio.	211.14	7	16	908,529	56,783	Day line.
Do.....		7	16	908,529	56,783	Night Line.
Pittsburgh, Pa., and Crestline, Ohio.	188.94	7	7	266,007	37,858	Trains 3 and 10, 4 clerks through; 2 helpers between Crestline, Ohio, and Rochester, Pa., dis- tance 163.30 miles; 1 helper between Pittsburgh and New Castle, Pa., distance 50.40 miles.
Do.....		6	6	91,447	15,241	Trains 1 and 20, service com- menced February 10, 1890.
Pittsburgh, Pa., and St. Louis, Mo.	620.08	7	67	3,838,634	57,293	Trains 6 and 7, 64 clerks and 3 porters.
Do.....		7	30	1,707,243	56,908	Trains 1 and 20, between Pitts- burgh, Pa., and Richmond, Ind., distance 310.70 miles; 28 clerks and 2 porters.
Do.....		7	28	1,652,405	59,014	Trains 1 and 20, between Rich- mond, Ind., and St. Louis, Mo., distance 309.38 miles; 24 clerks, 2 helpers and 2 porters.
Pittsburgh, Pa., Steubenville, Ohio, and Wheeling, W. Va.	69.05	6	1	43,225	43,225	
Portsmouth and Cincinnati, Ohio.	107.96	6	2	67,583	33,791	
Princeton, Ky., and Clarksville, Tenn.	56.62	6	1	35,382	35,382	
Richmond and Stanford, Ky.	34.94	6	1	21,872	21,872	
Sandusky and Columbus, Ohio	176.65	6	3	110,583	36,861	
Sandusky, Ohio, and Peoria, Ill.	418.06	6	7	291,656	41,665	Eastern division, Sandusky, Ohio, to LaFayette, Ind., distance 260.12 miles; 4 clerks and 1 helper; helper running be- tween Sandusky and Celina, Ohio, 120.07 miles, 4 days per week. Western Division, La- Fayette, Ind., to Peoria, Ill., distance 157.04 miles; 2 clerks running between those points.
Sandusky, Ohio, Wheeling, W. Va., and Pittsburgh, Pa.	298.20	7	8	415,403	51,925	Sandusky and Wheeling R. P. O. extended to Pittsburgh, Pa., August 29, 1889, increasing dis- tance 72 miles.
Scottsville, Ky., and Gallatin, Tenn.	35.82	6	1	22,423	22,423	
South Bend and Terre Haute, Ind.	183.85	6	3	115,090	38,363	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

FIFTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Sparta and Tullahoma, Tenn. .	61.15	6	1	38,280	38,280	
Springfield, Ohio, and Indianapolis, Ind. .	139.48	6	2	87,314	43,657	
Springfield, Ohio, and Richmond, Ind. .	77.40	6	1	48,452	48,452	
Springfield and Wellston, Ohio .	118.54	6	2	74,206	37,103	
Terre Haute, Washington, and Evansville, Ind. .	139.23	6	2	87,153	43,579	
Toledo and Columbus, Ohio. . .	125.59	6	2	78,619	39,309	
Toledo, Ohio, and Frankfort, Ind. .	207.20	6	4	129,707	32,427	
Toledo and Kenton, Ohio	72.05	6	1	30,803	30,803	Toledo and Findlay R. P. O. extended to Kenton, Ohio, May 19, 1890, increasing distance 28.47 miles.
Toledo, Ohio, and LaFayette, Ind. .	205.08	6	4	128,380	32,095	
Toledo and Mansfield, Ohio. . .	87.15	6	2	54,556	27,278	
Toledo and Marietta, Ohio. . .	263.21	6	4	164,769	41,192	
Toledo, Ohio, and St. Louis, Mo. .	437.74	7	32	1,738,538	54,329	
Toledo, Thurston, and Columbus, Ohio. .	177.43	6	8	111,071	37,024	
Union City, Ind., and Dayton, Ohio. .	47.45	6	1	29,704	29,704	
Wellsville and Bellaire, Ohio. .	46.82	12	2	58,618	29,309	
Zanesville and Columbus, Ohio .	67.60	6	1	42,318	42,318	
Zanesville and Marietta, Ohio. .	74.40	12	2	98,149	46,574	

SIXTH DIVISION.

Albert Lea and Burlington:						
Through run	253.14	6	8	316,932	39,616	
Short run (Cedar Falls to Burlington)	170.19	6	3	106,539	35,513	
Auburn and Lincoln	76.84	7	1	56,093	56,093	
Aurora and Arcadia	90.73	6	1	56,797	56,797	
Austin and Ottumwa	220.00	6	7	249,711	35,673	
Beardstown and Shawneetown. .	228.35	6	4	142,947	35,737	
Belle Plaine and Muchakinock. .	62.90	6	1	39,373	39,373	
Bellevue and Cascade	36.32	6	1	22,736	22,736	
Bethany Junction and Grant City	44.28	6	1	27,719	27,719	
Bloomington and Boodhouse. . .	110.75	6	2	69,330	34,665	
Bluffs and Hannibal	50.01	6	1	31,306	31,306	
Boone and Des Moines	43.30	6	1	27,106	27,106	
Buda and Canton	64.49	6	1	40,371	40,371	
Bureau and Peoria	47.03	6	1	29,441	29,441	
Burlington and Carrollton	220.57	6	4	138,077	34,519	
Burlington and Council Bluffs:						
Fast mail, trains 7, 8, and 4. .	294.00	7	22	1,168,365	53,107	
Night line, trains 11 and 12. .	294.00	7	12	643,860	53,655	
Burlington and Oakaloesa	105.00	6	2	65,730	32,865	
Burlington and Quincy	72.00	6	1	45,072	45,072	
Caledonia and Spring Valley. . .	85.74	6	1	53,673	53,673	
Calmar and Davenport	165.70	6	2	103,728	51,864	
Carroll and Merville	100.80	6	2	63,101	31,550	
Cedar Rapids and Council Bluffs:						
Day line	270.77	7	9	446,906	49,656	
Night line	270.77	7	8	395,324	49,415	
Cedar Rapids and Kansas City. .	301.51	6	5	188,745	37,749	
Cedar Rapids and Watertown:						
East division, Cedar Rapids to Estherville	207.32	6	4	129,782	32,445	
West division, Estherville to Watertown	193.01	6	3	120,824	40,275	
Chadron and Glen Rock	169.88	6	2	106,345	53,172	
Champaign and Havana	101.07	6	2	63,270	31,635	
Cherokee and Onawa	61.18	6	1	38,299	38,299	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SIXTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister.	No. of round trips per week.	No. of clerks at work on lines.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Cherokee and Sioux Falls	97.07	6	1	60,766	60,766	
Chicago and Burlington:						
Day line, trains 11 and 12...	207.50	7	16	605,960	37,869	
Fast mail, trains 7 and 8...	207.50	7	31	1,297,575	41,857	4 helpers run 337,250 miles.
Chicago and Cairo:						
Trains 1 and 2 (Chicago to Centralia)	252.96	6	10	396,390	39,639	2 helpers run 79,684 miles.
Trains 3 and 4 (Chicago to Centralia)	252.96	7	14	654,023	46,716	2 helpers run 100,040 miles.
Trains 5 and 2 (Centralia to Cairo)	112.79	6	4	141,212	35,303	
Chicago and Cedar Rapids:						
Day line, trains 3 and 4...	220.40	7	12	482,676	40,223	
Night line, trains 1 and 8...	220.40	7	18	782,122	43,461	2 helpers run 138,554 miles.
Chicago, Decatur, and St. Louis	286.80	6	6	276,191	46,032	2 helpers run 96,654 miles.
Chicago, Dunbar, and Dubuque	168.28	6	3	105,343	35,114	
Chicago and Evanville:						
Day line	288.31	6	5	180,482	36,096	
Night line	288.31	7	4	210,466	52,616	
Chicago and Forreston	119.10	6	2	74,557	37,279	
Chicago and Fort Madison	237.44	6	4	148,687	37,159	
Chicago, Freeport, and Du- buque	189.72	6	9	356,296	39,588	
Chicago, Irene, and Dubuque...	184.70	6	6	231,244	38,540	
Chicago and McGregor	238.62	6	8	298,752	37,344	
Chicago and Kansas City:						
East division, Chicago to Quincy	263.30	7	23	1,130,260	49,142	3 helpers run 169,215 miles.
West division, Quincy to Kansas City	226.00	7	8	329,960	41,245	
Short run, Galeburgh to Kansas City	825.80	7	23	1,105,366	48,059	3 helpers run 154,030 miles.
Chicago and St. Louis:						
Day line	284.70	6	12	534,666	44,555	
Night line	284.70	7	16	831,324	51,957	
Chicago, Savanna, and Cedar Rapids	233.44	6	7	286,005	37,858	3 helpers run 118,672 miles.
Chicago and Streator	97.70	6	2	61,160	30,580	
Chicago and West Liberty:						
Day line	221.52	7	12	485,130	40,426	
Night line	221.52	7	14	557,568	39,826	2 helpers run 72,438 miles.
Clarinda and Corning	46.36	6	1	29,021	29,021	
Clinton and Anamosa	71.80	6	2	44,947	22,473	
Clinton and Iowa City	78.41	6	1	49,085	49,085	
Columbus and Albion	43.45	6	1	27,200	27,200	
Columbus and Kansas City	272.08	6	4	170,322	42,580	
Creighton and Norfolk	44.05	6	1	27,575	27,575	
Creighton and Cumberland	47.29	6	1	29,603	29,603	
Danville and Cairo	259.03	6	4	162,153	40,538	
Danville and Tuscola	50.49	6	1	31,607	31,607	
Davenport and Atchison	337.35	7	8	492,530	61,566	
Decatur and Effingham	83.00	6	1	51,958	51,958	
Decorah and Cedar Rapids	122.06	6	2	76,409	38,205	
Des Moines and Albia	64.46	7	2	49,976	24,988	
Des Moines and Cainesville	112.13	6	2	70,193	35,096	
Des Moines and Keokuk	163.08	6	3	102,088	34,029	
Des Moines and Moberly:						
Through run	212.52	7	3	155,139	51,712	
Short run, Ottumwa to Mo- berly	131.54	6	2	82,344	41,173	
Des Moines and St. Joseph	200.06	6	5	184,456	36,891	1 helper runs 59,219 miles.
Des Moines, Savannah and St. Joseph	161.34	7	3	117,778	39,259	
Des Moines and Sioux City	238.64	6	4	149,389	37,347	
Des Moines and Winterset	42.90	6	1	26,855	26,855	
Dubuque and Mendota	132.39	6	4	165,752	41,438	
Dubuque and Sioux City:						
Day line	328.64	6	8	410,206	51,276	
Night line	327.64	6	8	410,206	51,276	
Dwight and Washington	70.13	6	1	43,901	43,901	
Fairmont and Chester	48.90	6	1	30,048	30,048	
Farley and Cedar Rapids	57.81	6	1	36,189	36,189	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SIXTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Fonda and Des Moines	115.17	6	2	72,096	36,048	
Fremont and Lincoln	52.67	7	1	38,449	38,449	
Galesburgh and Havana	62.03	6	1	38,831	38,831	
Galva and Burlington	86.15	6	1	53,304	53,304	
Gilman and Springfield	112.77	6	2	70,594	35,297	
Green River and Huntington	571.22	7	12	833,980	69,498	
Humeston and Shenandoah	113.91	6	2	71,308	35,654	
Kaukahee and Kaukahee Junction	71.52	6	1	44,771	44,771	
Kaukahee and Seneca	43.20	6	1	27,106	27,106	
Kansas City and Oxford:						
Through run	363.96	7	8	531,382	66,423	
Short run, St. Joseph to Oxford	297.28	7	4	217,000	54,250	
Kempton and Bloomington	57.77	6	1	36,164	36,164	
Keokuk and Humeston	132.05	6	2	82,663	41,331	
Keokuk and Clayton	43.09	6	1	26,974	26,974	
Knox and Streator	119.65	6	2	74,901	37,450	
La Fayette and Quincy	271.00	6	10	438,074	43,807	3 helpers run 88,782 miles.
Lake Geneva and Elgin	44.15	6	1	27,638	27,638	
Lake Station and Joliet	45.68	6	1	28,596	28,596	
Lincoln and Crawford	418.71	6	8	308,561	38,570	3 helpers run 46,449 miles.
Lincoln and Concordia	143.12	6	2	89,593	44,796	
Linwood and Superior	122.61	6	2	76,754	38,377	
Litchfield and Kampsville	58.68	6	1	36,734	36,734	
Logansport and Keokuk:						
East division, Logansport to Peoria	171.52	6	6	214,743	35,790	
West division, Peoria to Keokuk	111.50	6	2	69,799	34,899	
Long Pine and Whitewood	333.17	7	5	243,214	48,643	
Loup City and Grand Island	61.20	6	1	38,311	38,311	
Lyle and Waterloo	81.91	6	4	51,275	51,275	
McCook and Denver	255.53	7	3	186,537	62,179	
McCool Junction and Fairbury	50.61	6	1	31,683	31,682	
McGregor and Chamberlain:						
East division, McGregor to Sanborn, day	245.79	6	8	305,224	38,153	
East division, McGregor to Sanborn, night	243.79	6	4	152,612	38,153	
West division, Sanborn to Chamberlain	198.71	6	6	248,784	41,464	
McLeansborough and Shawneetown	41.22	6	1	25,804	25,804	
Maquoketa and Davenport	43.85	6	1	27,450	27,450	
Marion and Council Bluffs	261.90	6	4	163,949	40,987	
Marion and Sioux City	290.16	7	4	181,640	45,410	
Marshalltown and Story City	39.55	6	1	24,758	24,758	
Mason City and Fort Dodge	73.05	6	1	45,729	45,729	
Mendota and Centralia	211.99	6	10	326,935	32,693	2 helpers run 61,523 miles.
Mendota and Fulton	65.26	6	1	40,853	40,853	
Missouri Valley and Long Pine	251.10	7	10	431,795	43,179	2 helpers run 65,189 miles.
Mount Pleasant and Keokuk	50.40	6	1	31,550	31,550	
Muscataine and Montezuma	96.87	6	2	60,640	30,320	
Nebraska City and Cheyenne:						
East Division, Nebraska City to Holdrege	245.57	6	4	153,737	38,433	
West Division, Holdrege to Cheyenne	336.80	7	4	245,864	61,466	
Norfolk and Columbus	50.64	6	1	31,700	31,700	
Oelwein and Des Moines	132.28	6	2	82,807	41,403	
Omaha and Beatrice	132.94	7	2	97,046	48,523	
Omaha and Hastings	163.96	7	3	106,444	35,481	Clerks run Sundays between Omaha and Fremont only.
Omaha and McCook	284.29	7	8	415,064	51,883	
Omaha and Ogden:						
East Division, Omaha to Cheyenne	512.26	7	36	2,274,360	63,176	
West Division, Cheyenne to Ogden	516.26	7	16	1,187,097	74,193	11 helpers run 816,154 miles.
Short run, Omaha to Julesburg	371.90	7	12	686,784	57,232	2 helpers run 143,816 miles.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SIXTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Ord and Grand Island.....	62.40	6	1	39,062	39,062	
Orleans and St. Francis.....	134.41	6	3	84,141	42,070	
Pacific Junction and McCook.....	309.42	7	13	677,628	56,469	
Palmer and Burwell.....	69.38	6	1	43,432	43,432	
Plattsmouth and Schuyler.....	81.09	6	1	50,762	50,762	
Peoria and Evansville.....	250.10	6	4	158,583	39,141	
Peoria and Galesburgh.....	52.80	6	1	33,065	33,065	
Peoria and Mount Vernon.....	217.85	6	4	136,374	34,093	
Peoria and Okaloosa.....	190.82	6	3	119,453	39,818	
Peoria and Springfield.....	89.36	6	2	55,939	27,969	
Quincy and Louisiana.....	44.96	6	1	28,145	28,145	
Red Oak and Lincoln.....	113.57	6	2	71,095	35,547	
Republican City and Oberlin.....	78.87	6	1	49,373	49,373	
Rock Island and St. Louis.....	248.99	6	5	238,389	47,668	1 helper runs 56,576 miles.
Rock Island and Peoria.....	92.20	6	2	57,717	28,858	
Ruthven and Des Moines.....	137.59	6	2	86,131	43,065	
Scribner and Oakdale.....	115.73	6	2	72,447	36,224	
Shabbona and Sterling.....	47.97	6	1	30,029	30,029	
Sidell and Olney.....	86.31	6	2	54,030	27,015	
Sioux City and Missouri Val- ley.....	76.10	7	2	55,553	27,777	
Sioux City and Norfolk.....	76.09	6	1	47,632	47,632	
Sioux City and Omaha.....	123.96	6	2	77,599	38,799	
Springfield and Altou.....	89.86	6	2	56,252	28,126	
Springfield and Litchfield.....	45.52	6	1	28,495	28,495	
Sterling and Rock Island.....	52.43	6	1	32,821	32,821	
Streator and Fairbury.....	81.98	6	1	20,019	20,019	
Streator and Pekin.....	65.06	6	1	40,727	40,727	
Sumner and Hampton.....	64.08	6	1	40,114	40,114	
Switz City and Effingham.....	90.58	6	1	56,703	56,703	
Talmage and Crete.....	58.43	7	1	42,654	42,654	
Tama and Hawarden.....	243.34	6	5	213,804	42,761	1 helper runs 61,473 miles.
Terre Haute and Peoria.....	176.90	6	3	110,739	36,913	
Turkey River and West Union.....	58.34	6	1	36,521	36,521	
Valley and Alma.....	242.00	6	3	151,492	50,288	
Washington and Knoxville.....	77.94	6	1	48,790	48,790	
Wendover and Cheyenne.....	123.67	3	1	38,585	38,585	
West Lebanon and LeRoy.....	75.03	6	1	46,969	46,969	
West Liberty and Council Bluffs:						
Day line.....	279.36	7	8	407,866	50,983	
Night line.....	279.36	7	8	407,866	50,983	
White Heath and Decatur.....	29.70	6	1	18,592	18,592	
Yates City and Rushville.....	63.95	6	1	40,033	40,033	

SEVENTH DIVISION.

Albuquerque, N. Mex. and El Paso, Tex.	254.39	7	4	185,705	46,426	
Antonito, Colo., and Santa Fe, N. Mex.	130.00	6	2	65,775	32,887	Three round trips per week Oct. to Dec. 3, 1889, inclusive. Line curtailed to Española, and ser- vice performed but three times per week over Antonito and Española R. P. O. (91.39) miles Dec. 4, 1889 to June 31, 1890.
Arcadia and Cherry Vale, Kans.	81.77	7	1	59,692	143,721	(1) 4 clerks perform all service on this line, the Fort Scott, Kans., and Webb City, Mo., R. P. O. and Sidell and Sedan, Kans., R. P. O.
Atchison and Lenora, Kans:						
Day line.....	108.10	6	3	170,334	56,778	From July 1, 1889 to Dec. 31, 1889 (inclusive) day line, clerks ran 7 times a week between Atchison and Lenora (294.53 miles).
Night line.....	294.52	7	9	112,507	23,127	Night line re-established Dec. 23, 1889.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance travel- ed by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Downs to Stockton.....	42.82	7	1	30,894	30,894	
Atchison and Topeka, Kans.	51.11	7	1	37,310	37,310	
Belleville and Junction City, Kans.	80.94	7	1	54,512	54,512	Concordia and Junction City, Kans. R. P. O. (70.77 miles) from July 1, 1889 to Feb. 5, 1890, inclusive.
Beaumont and Anthony, Kans.	117.11	7	2	85,490	42,745	
Bolivar and Springfield, Mo.	40.05	7	1	25,071	25,071	
Burlington, Iowa, and St. Louis, Mo.:						
Day line	214.19	6	6	225,809	37,635	2 helpers run 89,103 miles. In addition to 6 round trips per week clerks make addi- tional trips on Sundays be- tween Quincy, Ill., and St. Louis, Mo., (131.20 miles) com- mencing April 29, 1890.
Night line	214.19	7	5	91,309	18,262	Established Dec. 4, 1889; one helper run 1,777.60 miles.
Butler, Mo., and Madison, Kans.	109.81	6	2	68,741	34,370	
Cairo, Ill., and Elmot, Ark.	173.00	3	2	53,976	26,988	Steam-boat service.
Cairo, Ill., and Poplar Bluff, Mo.	74.87	7	1	54,655	40,306	Service on this line is performed in connection with that on Cape Girardeau and Hunter, Mo., R. P. O. three clerks keep- ing up all service.
Caldwell, Kans., and Elreno, Ind. T.	108.52	7	1	9,550	9,550	Service established May 18, 1890.
Cameron, Mo., and Atchison, Kans.	57.44	7	1	41,931	41,931	
Cape Girardeau and Hunter, Mo.	93.89	7	2	66,283	40,306	Service on this line is performed in connection with that on Cairo and Poplar Bluff R. P. O., three clerks keeping up all serv- ice. Sunday trains are between Cape Girardeau and Williams- ville, Mo., only (72 miles.)
Chanute and Longton, Kans. ...	45.13	7	1	32,945	32,945	
Cheyenne, Wyo., and Denver, Colo.	107.39	7	2	78,395	39,198	
Chicopee and Chanute, Kans. ..	57.25	7	1	41,793	41,793	
Colorado Springs and New Cas- tle, Colo.	234.12	7	3	152,972	50,991	Colorado Springs and Leadville, Colo., R. P. O., extended Oct. 1, 1889.
Council Bluffs, Iowa, and Kan- sas City, Mo.:						
Day line	196.52	7	7	328,861	46,980	1 helper runs 41,942 miles.
Night line.....	196.52	7	7	332,367	47,481	1 helper runs 45,448 miles.
Creston, Iowa, and St. Joseph, Mo.:						
Day line	103.88	7	3	110,320	36,773	1 helper runs 43,214 miles. Six round trips a week, July 1, 1889, to April 28, 1890.
Night line.....	103.88	7	2	7,687	3,844	Established May 25, 1890.
Cuba and Salem, Mo.	40.96	6	1	25,641	25,641	
Denver and Aspen, Colo.	408.49	7	6	298,198	49,699	
Denver and Georgetown, Colo. ...	51.10	7	1	37,303	37,303	
Denver and Leadville, Colo.	150.74	7	3	110,040	36,680	
Denver, Colo., and Ogden, Utah.	772.56	7	9	570,770	63,419	Clerks act as helpers alternately two days each week between Denver and Castle Rock, Colo. (32.70 miles).
Ellsworth and Burrton, Kans. ..	72.39	7	1	58,320	58,320	Ellsworth and Wichita R. P. O. (106.61 miles) curtailed to end at Burrton in effect Sept. 19, 1889.
Emporia and Moline, Kans.	85.31	6	1	61,423	61,423	7 round trips a week up to May 31, 1890.
Fairbury and Nelson, Nebr.	51.20	6	1	32,051	32,051	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register, later to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Florence and Arkansas City, Kans.	87.49	7	1	62,298	44,858	Florence and Winfield R. P. O. (75.03 miles), March 30 to May 31, 1890. 13 clerks perform all service on this line and Florence and Ellinwood, Kans., R. P. O.
Florence and Ellinwood, Kans.	99.01	7	2	72,277	44,858	3 clerks perform all service on this line and Florence and Arkansas City, Kans., R. P. O.
Fort Madison, Iowa, and Kansas City, Mo.	221.28	6	4	159,321	39,830	7 round trips per week up to and including May 31, 1890.
Fort Scott, Kans., and Webb City, Mo.	83.32	7	2	60,834	43,721	4 clerks perform all service on this line, the Arcadia and Cherryville, Kans., and Sidel and Sedan, Kans., R. P. O.
Fort Scott and Kanopolis, Kans.	245.60	7	4	182,467	45,617	Clerks run between Fort Scott and Kanopolis (250.79 miles) from July 1 to Oct. 20, 1889; since that time to Ganeseo, only (245.60 miles).
Girard and Galena, Kans.	47.68	7	1	34,806	34,806	
Grandin and Willow Springs, Mo.	80.92	6	2	50,665	25,326	
Great Bend and Scott, Kans.	121.12	6	2	77,032	38,516	7 round trips per week from Apr. 21 to May 31, 1890.
Greeley and Denver, Colo.	98.48	7	2	71,854	35,927	
Hannibal and Gilmore, Mo.:						
Trains 1 and 2	86.41	6	2	54,093	42,773	1 No service on trains 3 and 4 Jan. 18 to June 23, 1890.
Trains 3 and 4	86.41	6	2	51,453		1 helper run 36,769 miles.
Hannibal and Sedalia, Mo.	143.35	7	4	141,414	35,353	
Henry, Mo., and Atchison, Kans.:						
Trains 17 and 18	93.36	7	3	68,153	45,038	1 Trains 19 and 20 operated between Henry and St. Joseph, Mo. (73.48 miles), since June 1, 1890.
Trains 19 and 20	93.36	7	3	66,960		
Herington and Dodge City, Kans.	204.89	7	3	149,205	49,735	
Herington and Liberal, Kans.:						
Eastern division	127.84	7	2	93,396	46,698	
Western division	137.02	7	2	100,025	50,012	
Herington and Salina, Kans.	49.83	7	1	36,420	36,420	
Holden, Mo., and Coffeyville, Kans.	201.58	7	3	147,153	49,051	
Hutchinson and Kinsley, Kans.	84.20	6	1	52,709	52,709	
Independence and Cedar Vale, Kans.	56.12	7	1	40,968	40,968	
Jefferson City and Bagnell, Mo.	45.71	6	1	28,614	28,614	
Julesburg and Denver, Colo.	197.88	7	3	144,452	48,151	
Junction City and Parsons, Kans.	157.15	7	3	114,720	38,240	
Kansas City and Ash Grove, Mo.	175.14	7	3	122,192	40,731	Olathe, Kans., and Ash Grove, Mo., R. P. O. (155.89 miles) July 1 to Nov. 23, 1889.
Kansas City, Mo., and Beatrice, Nebr.	176.24	7	3	114,350	38,119	Kansas City, Mo., and Summerfield, Kans., R. P. O. July 1, 1889, to Jan. 19, 1890.
Kansas City, Mo., and Belleville, Kans.	204.73	7	3	149,185	49,712	Topeka and Belleville, Kans., R. P. O. (137.20 miles) July 1 to Nov. 12, 1889.
Kansas City, Mo., and Coffeyville, Kans.	168.34	7	3	108,636	36,212	Peoria and Coffeyville, Kans., R. P. O. (125.74 miles), July 1 to Dec. 14, 1889.
Kansas City, Mo., and Denver, Colo.:						
Trains 201 and 202	641.02	7	14	1,098,606	78,472	2 helpers run 162,717 miles.
Trains 203 and 204	641.02	7	14	821,077	58,648	2 helpers run 86,505 miles.
Kansas City and Joplin, Mo.	169.25	7	4	198,977	49,744	1 Trains 203 and 204 between Kansas City, Mo., and Wallace, Kans., only, July 1, 1889, to Feb. 14, 1890. 1 helper run 75,423 miles.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
Kansas City, Mo., and Memphis, Tenn.:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Kansas City to Springfield, Mo.	202.63	7	13	664,012	51,078	1 helper runs 51,078 miles.
Springfield, Mo., to Memphis, Tenn.	284.66	7	8	415,604	51,951	
Kansas City and Osceola, Mo..	109.01	7	2	69,188	34,594	6 round trips per week up to May 31, 1890.
Kansas City, Mo., and Pueblo, Colo.:						
Day line	636.55	7	19	1,149,094	60,479	5 helpers run 219,739 miles.
Night line	636.55	7	19	1,173,928	61,785	5 helpers run 244,565 miles.
Short line	368.64	7	8	21,118	2,639	Established June 1, 1890.
Kansas City, Mo., Salina, Kans., and Pueblo, Colo.:						
Kansas City, Mo., to Holsington, Kans.	301.77	7	6	318,968	53,165	2 helpers run 98,696 miles.
Holsington, Kans., to Pueblo, Colo.	339.06	7	4	247,514	61,878	
Kansas City, Mo., and Wellington, Kans.:						
Day line	166.74	7	4	178,874	44,718	1 helper run 57,154 miles.
Night line	270.09	7	8	366,737	45,842	
La Junta, Colo., and Albuquerque, N. Mex.	348.22	7	10	508,401	50,840	
Larned and Jetmore, Kans.....	46.24	6	1	29,790	29,790	
Lawrence and Gridley, Kans..	53.67	6	2	50,942	25,471	3 round trips per week only, between Burlington and Gridley, Dec. 23, 1889, to May 31, 1890.
Leavenworth and Lawrence, Kans.	34.95	7	1	25,514	25,514	
Leavenworth and Miltonvale, Kans.	166.18	6	3	104,029	34,676	
Leavenworth and Topeka, Kans.	57.68	7	1	42,106	42,106	
Lincoln, Nebr., and Manhattan, Kans.	133.54	7	2	97,484	48,742	
McPherson and El Dorado, Kans.	62.17	7	1	45,384	45,384	
Madison and Benedict, Kans...	45.65	6	1	28,576	28,576	
Manchester and Barnard, Kans.	43.23	7	1	31,558	31,558	
Manhattan and Burlingame, Kans.	57.27	6	1	35,851	35,851	
Mexico and Cedar City, Mo...	50.34	6	1	31,513	31,513	
Mulvane and Englewood, Kans.	166.79	6	3	104,411	34,804	
Nevada, Mo., and Winfield, Kans.	201.20	7	3	148,457	49,486	Nevada, Mo., and Arkansas City, Kans. R. P. O. (208.60 miles) July 1 to Oct. 12, 1889.
Newton and Kiowa, Kans.....	127.85	7	4	186,861	46,715	Second clerks run from Newton to Medicine Lodge, Kans., performing service on Attica and Medicine Lodge, Kans., R. P. O., July 1, 1889, to Feb. 8, 1890. R. P. O. service on Attica and Medicine Lodge line discontinued Feb. 9, 1890, after which date second clerks run through to Kiowa.
Omaha, Nebr., and Kansas City, Mo.	216.65	7	4	212,193	53,048	1 helper runs 54,038 miles.
Ottawa and Emporia, Kans....	56.85	6	1	35,588	35,588	
Prosser, Nebr., and Concordia, Kans.	108.03	7	2	77,862	38,931	Prosser, Nebr., and Yuma, Kans. (n.o.), R. P. O. (102.90 miles) July 1 to Dec. 21, 1889.
Pueblo and Silverton, Colo.:						
Eastern division	331.35	7	5	221,018	44,202	Between Alamosa and Durango 6 round trips per week only.
Western division	45.95	6	1	28,765	28,765	
Quincy, Ill., and Trenton, Mo...	137.10	6	2	85,825	42,913	
Rincon and Silver City, N. Mex.	101.12	7	2	73,818	36,909	
St. Joseph, Mo., and Caldwell, Kans.	295.59	7	4	215,781	53,945	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
St. Joseph, Mo., and Colorado Springs, Colo.:						
East division:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Day line.....	284.91	7	4	207,984	51,996	
Night line.....	284.91	7	5	214,216	42,843	1 helper runs 6,233 miles.
Western division.....	326.91	7	4	238,644	59,661	
St. Joseph, Mo., and Grand Island, Nebr.:						
Day line.....	252.54	7	4	184,354	46,089	
Night line.....	252.54	6	3	146,136	48,712	Service on night line temporarily discontinued between Seneca, Kans., and Grand Island, Nebr. May 24 to June 30, 1890.
St. Louis, Mo., and Burton, Kans.:						
East division:						
Day line.....	282.12	7	8	411,896	51,487	
Night line.....	282.12	7	9	461,442	51,271	1 helper runs 49,546 miles.
West division:						
Day line.....	255.97	7	5	227,314	45,463	1 helper runs 40,456 miles.
Night line.....	255.97	7	4	189,858	46,714	
St. Louis, Mo., and Columbus, Ky.	200.48	7	4	177,475	44,369	1 helper runs 31,125 miles.
St. Louis, Mo., and Council Bluffs, Iowa:						
Trains 7 and 8.....	411.50	7	20	1,164,817	58,240	5 helpers run 263,632 miles.
Trains 2 and 3.....	79.99	6	1	16,638	16,638	Established March 1, 1890.
St. Louis, Mo., and El Dorado, Ill.	124.50	6	2	77,937	38,969	
St. Louis, Mo., and Jackson, Tenn.	261.54	6	4	132,306	33,076	St. Louis, Mo., and Cairo, Ill. (153.60 miles), July 1, 1889, to Jan. 14, 1890.
St. Louis and Kansas City, Mo.:						
East line.....	283.00	7	29	1,862,401	54,221	9 helpers run 829,451 miles.
Day line.....	283.00	7	18	1,032,950	57,386	2 helpers run 206,590 miles.
Night line.....	283.00	7	18	1,032,950	57,386	Do.
St. Louis, Louisiana, and Kansas City, Mo.	323.39	7	6	323,237	53,873	
St. Louis, Moberly, and Kansas City, Mo.	376.80	7	9	464,448	51,605	1 helper runs 60,320 miles.
St. Louis, Mo., and Paducah, Ky.	170.16	6	3	106,520	35,507	
St. Louis and Union, Mo.....	59.91	6	1	37,503	37,503	
Salina and McPherson, Kans. ..	36.78	7	1	26,849	26,849	
Salina and Oakley, Kans.....	225.18	6	3	152,195	50,732	Double daily service between Salina and Plainville (104 miles), July 1 to August 31, 1889, inclusive.
Sedalia, Mo., and Denison, Tex.:						
Trains 1 and 2.....	433.13	7	12	632,370	52,698	
Trains 3 and 4.....	433.13	7	21	1,127,405	53,686	3 helpers run 178,850 miles.
Sedalia and Kansas City, Mo....	99.35	7	3	107,895	36,965	Daily Sedalia to Kansas City and additional daily (except Sunday) Sedalia to Lexington, Mo.
Sedalia and Warsaw, Mo.....	43.16	6	1	27,018	27,018	
Sidell and Sedan, Kans.....	58.46	7	1	54,367	43,721	Yates Centre and Sedan, Kans., R. P. O. (76.50 miles), July 1, 1889, to May 17, 1890.
Solomon City and Beloit, Kans.	57.86	7	1	42,238	42,238	4 clerks performed all service on this line. Arcadia and Cherry Vale and Fort Scott, Kans., and Webb City, Mo., R. P. O.
Springfield and Chadwick, Mo.	35.63	7	1	26,010	26,010	
Superior, Neb., and Strong, Kans.	157.36	7	2	114,873	57,437	
Tamaros and Chester.....	42.90	6	1	26,855	26,855	
Topeka and Fort Scott, Kans..	130.79	6	2	86,085	43,043	4,211 miles of this service was that performed on Topeka and Osawatomie R. P. O., established May 19, 1890.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

SEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerk.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Trenton, Mo., and Leavenworth, Kans.	102.56	7	4	155,928	38,982	2 helpers run 80,329 miles from Trenton to Atchison Junction, Mo., thence over Atchison Junction and Atchison R. P. O.
Versailles and Lexington, Mo.:						
Trains 171 and 172	105.00	6	2	65,730	32,865	
Trains 181 and 182	77.00	6	1	48,202	48,202	
Villisca, Iowa, and St. Joseph, Mo.	108.64	6	2	54,239	27,119	Villisca and Bigelow R. P. O. (60.24 miles), July 1, 1889, to January 19, 1890.
Wichita and Kiowa, Kans.	65.65	7	1	62,671	62,671	
Wichita and Mullinville, Kans.	121.58	7	2	88,753	44,377	
Winfield and Larned, Kans.	148.72	7	2	108,566	54,283	

EIGHTH DIVISION.

Albany and Yaquina, Oregon ..	85.16	6	1	53,310	53,310	
Albuquerque, N. Mex., and Los Angeles, Cal.	887.41	7	9	647,809	71,978	9 clerks on through run.
Do	62.26	6	1	38,974	38,974	1 clerk short run Los Angeles to San Bernardino, Cal.
Do			2	123,078	61,539	2 helpers Albuquerque, N. Mex., to Holbrook, Arizona.
Benson and Nogales, Ariz.	88.55	7	2	64,605	32,302	
Burke, Idaho, and Spokane Falls, Wash.	133.00	7	2	97,090	48,545	
Butte City, Mont., and Ogden, Utah.	417.00	7	6	304,410	50,735	
Calistoga and Vallejo Junction, Cal.	44.88	12	1	54,938	54,938	
Cosadero and San Francisco, Cal.	87.25	6	2	54,619	27,309	
El Paso, Tex., and Los Angeles, Cal.	804.47	7	8	567,263	78,408	
Do			2	180,623	90,311	3 helpers Los Angeles, Cal., to Yuma, Ariz.
Eureka and Hydeaville, Cal.	26.70	12	1	33,428	33,428	
Huntington and Portland, Oregon.	405.60	7	6	296,088	49,348	
Do			1	64,240	64,240	1 city distributor Portland to Albany, Oregon.
Ketchum and Shoshone, Idaho	76.34	6	1	44,032	44,032	
Los Angeles and National City, Cal.	134.08	7	2	97,878	48,939	
Los Angeles and Santa Barbara, Cal.	114.22	7	2	83,381	41,690	
Los Angeles and Tustin City, Cal.	51.15	7	1	37,340	37,340	
Milton and Stockton, Cal.	30.09	6	1	18,836	18,836	
Mound House, Nev., and Keeler, Cal.	160.72	7	4	117,326	40,329	7 trips per week, Mound House to Candelaria, Nev.
Do	141.00	3		43,992		3 round trips per week, Belleville Junction, Nev., to Keeler, Cal.
Ogden and Salt Lake City, Utah.	38.73	14	1	56,546	56,546	
Ogden, Utah, and San Francisco, Cal.	834.65	7	30	609,295	60,929	30 through clerks (10 crews).
Do	90.69	7	2	66,204	33,102	2 clerks; short run San Francisco to Sacramento, Cal.
Do	110.00	7	1	40,150	40,150	1 clerk; short run Sacramento to Colfax, Cal.
Do			7	306,069	76,522	Ogden, Utah, to Winnemucca, Nev.
Do			1	57,093	57,093	1 city distributor, Sacramento, Cal.
Pasco and Umatilla, Wash.	45.00	7	1	32,850	32,850	
Placerville and Sacramento, Cal.	60.75	6	1	38,030	38,030	
Port Hartford and Los Olivos, Cal.	79.77	6	1	49,936	49,936	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

EIGHTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Portland and Astoria, Oregon...	95.52	6	2	59,796	29,898	Steam-boat service (82 miles), six round trips per week. 3 additional trips (38 miles).
Portland and Astoria, Oregon...	82.00	6	2	51,392	31,594	
Do	38.00			11,856		
Portland and Corvallis, Oregon...	97.99	6	2	61,342	30,671	5 clerks, Portland to Ashland, Oregon.
Portland, Oregon, and San Francisco, Cal.	342.58	7	5	260,813	50,162	
Do	431.58	7	5	314,823	62,964	
Do	123.08	7	2	89,848	44,924	5 clerks, San Francisco, Cal., to Ashland, Oregon.
Do	135.96	7	2	90,261	40,625	2 Portland to Eugene City, Ore- gon.
Do			1	64,240	64,240	2 clerks; short run Sacramento to Red Bluff, Cal.
Do			1	38,038	38,038	1 helper, Portland to Albany, Oregon.
Do			2	104,026	52,013	City distributors, Portland, Ore- gon.
Port Townsend and Seattle, Wash.	77.00	6	2	48,202	24,101	2 helpers, San Francisco to Marysville, Cal.
Redding and Sacramento, Cal.	171.41	7	3	125,129	41,709	Steam-boat service.
Reno and Virginia City, Nev.	83.08	7	1	38,748	38,748	6 round trips Rumsey to El- mira.
Rumsey and Elmira, Cal.	51.75	6	1	32,396	51,458	
Do		6		19,062		
Sacramento and San Francisco, Cal.	140.90	7	3	102,857	34,285	6 round trips additional between Elmira and Esparto.
Salt Lake City and Juab, Utah.	105.23	7	2	76,818	38,409	12 clerks, double daily service.
San Bernardino and Escondido, Cal.	106.57	6	2	66,713	33,356	
San Bernardino and Orange, Cal.	47.19	7	1	34,449	34,449	
San Francisco and Los Angeles, Cal.	482.71	14	12	704,757	58,729	8 helpers, train 17 and 18, San Francisco to Bakersfield, Cal.
Do			3	229,512	76,504	
Do			1	23,484	23,484	
San Francisco and Santa Cruz, Cal.	88.35	6	1	53,177	52,177	1 helper, San Francisco to Port Costa.
San Francisco and Santa Mar- garita, Cal.	237.13	7	4	173,134	43,283	
Seattle and Tacoma, Wash.	42.12	14	2	61,495	30,747	
Spokane Falls and Seattle, Wash.	56.37	6	1	35,288	35,288	Short run Portland, Oregon, to Tacoma, Wash.
Spokane Falls and Almira, Wash.	104.43	7	2	75,504	37,752	
Spokane Falls, Wash., and Genesee, Idaho.	113.50	7	2	82,855	41,427	
Spokane Falls, Wash., and Pen- dleton, Oregon.	252.73	7	4	184,496	46,123	Short run Portland, Oregon, to Tacoma, Wash.
Spokane Falls, Wash., and Portland, Oregon.	559.92	7	8	402,172	50,271	
Do	146.66	7	3	102,930	34,310	
Ukiah and San Francisco, Cal.	118.78	7	2	83,059	41,529	Steam-boat line.
Whatcom and Port Townsend, Wash.	123.50	3	1	32,220	38,220	
Whatcom and Seattle, Wash.	128.00	6	2	80,128	40,064	
Woodburn and Coburg, Oregon.	79.67	6	4	49,873	24,936	Do.

NINTH DIVISION.

Adrian, Mich., and Fayette, Ohio.	33.26	6	1	20,821	20,821	{ 1 clerk acts as relief clerk to this line and the Toledo and Allegan R. P. O.
Alpena and Alger, Mich.	104.50	6	2	65,417	32,709	
Ashley and Muskegon, Mich.	96.24	6	1	45,185	45,185	
Do			1	15,061	15,061	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

NINTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to receiver.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerk.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Ahtabula and Youngstown, Ohio.	64.70	6	1	40,502	40,502	
Bad Axe and East Saginaw, Mich.	68.23	6	1	42,712	42,712	
Baldwin and Grand Rapids, Mich.	74.70	6	1	46,762	46,762	
Battle Creek, Mich., and Goshen, N. I.	70.77	6	1	44,302	44,302	
Bay City and Jackson, Mich.	115.00	6	4	143,980	35,995	
Bay City, Wayne, and Detroit, Mich.	121.41	6	2	76,003	38,001	
Big Rapids and Detroit, Mich.	180.70	6	3	119,378	39,792	
Big Rapids and Holland, Mich.	91.00	6	2	56,966	28,483	
Cadillac Mich., and Fort Wayne, Ind.	240.76	6	4	150,716	37,679	
Cassville and Pontiac, Mich.	100.73	6	1	47,268	47,268	This clerk has relief every fourth week by clerk appointed to East Saginaw and Fort Huron R. P. O.
Do.				15,789	15,789	
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	340.50	6	4	213,153	53,288	
Cleveland and Toledo, Ohio	113.37	6	4	136,709	34,177	
Copemish, Mich., and Toledo, Ohio.	274.12	6	4	162,362	40,590	
Detroit, Mich., and Chicago, Ill.:						
Day line	286.69	6	12	538,404	44,866	These clerks act as helpers be- tween Chicago, Ill., and Kala- masoo, Mich. (141.90) miles, alternately six days each week.
Helpers.			2	88,829	44,415	
Night line	286.69	7	20	1,046,419	62,321	This clerk acts as helper between Detroit and Battle Creek, Mich. (120.60 miles), five days each week.
Helper.			1	62,712	62,712	
Detroit and Grand Haven, Mich.	188.94	6	6	216,871	36,145	The clerks on this line run around, one day doubling on the short run, the next day on through run, returning on fol- lowing day to Detroit.
Short Run	157.50					
Helper.			5	34,840	34,840	This clerk acts as helper between Detroit and Durand, Mich. (67 miles), and return, five days each week.
Detroit and Grand Rapids, Mich.:						
Trains 23 and 104	170.65	6	2	106,837	53,418	Runs as helper between Detroit and Jackson, Mich. (76.79 miles), and return, daily, ex- cept Sunday.
Helper.			6	47,388	47,388	
Trains 15 and 105 and 102 and 14.	170.65	6	3	106,837	35,609	
Detroit, Mich., and Logansport, Ind.	204.30	6	3	127,929	42,643	
Detroit, Three Rivers, Mich., and Chicago, Ill.	274.49	6	4	171,831	42,958	
Detroit, Mich., and Toledo, Ohio:						
Day line	60.50	6		25,289	25,289	The clerk on this line is reported with Detroit and Cincinnati R. P. O. Order March 13, 1890, detaching the line from the ninth and assigning to the fifth division, commencing March 1, 1890.
Night line	65.90	6	1	41,253	41,253	
Durand and East Saginaw, Mich.	39.96	6	1	25,015	25,015	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

NINTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
East Saginaw and Howard City, Mich.	81.51	6	1	51,032	33,269	One clerk appointed to the Lud- ington and Toledo R. P. O., alternates between this line and Manistee and East Sagi- naw R. P. O.
East Saginaw and Port Huron, Mich.	92.06	6	2	57,620	43,223	One clerk appointed to this line alternates between East Sagi- naw and Port Huron, Port Austin and Port Huron and Cassville and Pontiac R. P. O's.
Fort Gratiot, Mich., and Chi- cago, Ill.	337.73	6	4	211,419	52,855	Two clerks assigned as helpers, six days each week, between Fort Gratiot and Schoolcraft, Mich. (183.75 miles) and return, alternating six days on and six off.
Do.....		6	2	118,168	59,079	
Fort Gratiot and Detroit, Mich.	61.34	6	2	38,390	38,390	One clerk appointed to Big Rap- ids and Detroit R. P. O. de- tailed to this line as helper five days each week between De- troit and Howell (51.50 miles, and return.
Grand Ledge and Grand Rapid Mich.	53.95	6	2	33,773	33,773	
Grand Rapids, Mich., and Elk- hart, Ind.	115.02	12		144,065	36,001	
Grand Rapids, Mich., and La Crosse, Ind.	154.64	6	3	96,743	32,247	
Howard City and Detroit, Mich.	161.22	6	2	100,924	50,643	
Howard City and Detroit (helper).		5	1	26,780	26,780	
Jackson and Adrian, Mich.....	47.55	6	1	29,766	29,766	Two clerks assigned as helpers between Bay City and Detroit Mich. (106 miles), running six days each week, alternately.
Jackson, Mich., and Fort Wayne Ind.	99.26	6	2	62,137	31,068	
Kalamazoo and South Haven, Mich.	40.26	6	1	25,165	25,165	
Leansing and Hillsdale, Mich.	65.68	6	1	41,116	41,116	
Lenox and Jackson, Mich.	106.68	6	2	63,782	31,891	
Ludington, Mich., and Toledo, Ohio.	378.59	6	4	174,397	43,599	
Mackinaw City and Detroit, Mich.:						
Day line	291.23	6	4	183,810	45,978	
Night line	291.23	7	4	212,598	53,149	
Helpers		6	2	67,606	33,804	
Mackinaw City and Grand Rapids, Mich.	226.30	6	4	141,664	35,416	Regular crews.
Manistee and East Saginaw Mich.	148.13	6	3	92,729	30,976	
Monroe and Adrian, Mich.	34.29	6	1	21,465	21,465	
Muskegon and Allegan, Mich. .	60.06	6	1	37,597	37,597	
New York, N. Y., and Chicago, Ill.						
East division:						
Trains 27 and 24, New York to Albany, N. Y.	145.35	6	4	181,978	45,494	
Trains 21 and 23, New York to Albany, N. Y.	145.35	4	2	120,931	60,465	
Trains 21 and 23, New York to Albany, N. Y.	145.35	6	4	181,978	45,494	
Trains 23 and 2, New York to Syracuse, N. Y.	289.50	6	12	543,481	45,307	
Trains 11 and 2, Albany to Syracuse, N. Y.	147.50	6	2	92,335	46,167	

*This line is divided into three divisions as follows: East division, New York to Syracuse, N. Y., middle division, Syracuse, N. Y., to Cleveland, Ohio; west division, Cleveland, Ohio, to Chicago, Ill.

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

NINTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerk.	Remarks.
New York, N. Y., and Chicago, Ill.—Continued.						
East division—Continued:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Trains 11 and 16, Albany to Syracuse, N. Y.	147.50	7	4	215,350	53,838	
Trains 11 and 16, Albany to Syracuse, N. Y.	147.50	4	1	61,900	61,360	
Trains 11 and 6, New York to Syracuse, N. Y.	289.50	7	60	3,170,025	52,394	Regular crews.
Trains 21, 1 and 14, New York to Syracuse, N. Y.	289.50	7	44	2,324,065	52,334	Do.
Trains 11 and 14, New York to Dunkirk, N. Y.	484.00	7	4	353,756	88,440	Register clerks.
Middle division:						
Trains 3 and 2, Syracuse, N. Y., to Cleveland, Ohio.	336.26	6	23	1,683,990	52,625	
Trains 3 and 2, Buffalo, N. Y., to Cleveland, Ohio.	183.00	6	2	114,568	57,279	
Trains 11 and 8, Syracuse N. Y., to Cleveland, Ohio.	336.26	7	48	2,945,637	61,307	
Trains 11 and 8, Rochester, N. Y., to Cleveland, Ohio.	252.18	6	6	216,797	39,406	
Trains 1 and 14, Syracuse N. Y., to Cleveland, Ohio.	336.26	7	26	2,206,228	61,307	
Trains 1 and 14, Rochester to Cleveland.	252.18	6	2	157,964	78,932	
Trains 1 and 14, Erie, Pa., to Toledo, Ohio.	269.00	6	2	130,624	65,417	
West division:						
Trains 3 and 14, Cleveland Ohio, to Chicago, Ill.	356.61	7	28	1,822,277	65,081	
Trains 11 and 8, Cleveland Ohio, to Chicago, Ill.	356.61	7	40	2,603,253	65,081	
Trains 1 and 12, Cleveland Ohio, to Chicago, Ill.	356.61	7	32	2,082,002	65,081	
Trains 25 and 2, Cleveland Ohio, to Chicago, Ill.	356.61	6	8	446,475	55,800	
Trains 11 and 14, Buffalo, N. Y., to Chicago, Ill.	540.00	7	4	394,200	98,550	Register clerks.
Oil City, Pa., and Ashtabula, Ohio.	88.10	6	2	55,151	27,575	
Pontwater and Muskegon, Mich.	45.13	6	1	28,251	28,251	
Port Austin and Port Huron, Mich.	87.71	6	1	41,183	41,183	This clerk has relief every fourth week by clerk appointed to the East Saginaw and Port Huron R. P. O.
Toledo, Ohio, and Allegan, Mich.	157.42	6	2	98,545	32,848	One clerk appointed to the Ash- ley and Muskegon alternates between that line and Toledo and Allegan as relief clerk.
Trenton and Adrian, Mich.	48.60	6	1	31,050	31,050	
Ypsilanti and Hillsdale, Mich.	62.14	6	1	38,900	32,900	

TENTH DIVISION.

Aberdeen and Eureka	68.05	6	1	42,599	42,599	
Aberdeen and Sioux City	266.16	6	4	166,617	41,654	
Ashland and Aubotsford	183.70	6	2	83,696	41,848	
Ashland and Milwaukee:						
North Division, Ashland to Appleton	270.99	6	5	224,019	44,803	1 helper runs 54,650 miles.
South division, Antigo to Milwaukee	208.10	6	3	199,371	43,423	
Ashland and St. Paul	184.22	6	3	115,232	38,441	
Benson and Huron	163.39	6	2	102,287	51,141	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

TENTH DIVISION—Continued.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Boundary Line and St. Paul:						
Through run	419.67	7	8	420,874	52,609	2 helpers run 114,515 miles.
Short run, St. Paul to Mor- ris	158.18	6	8	99,021	49,510	
Brainerd and Morris	119.28	6	2	74,669	37,334	
Breckenridge and Aberdeen	138.78	6	2	85,624	42,812	
Bristol and Madison	103.84	6	2	64,691	32,345	
Brookings and Gettysburg	194.00	6	8	121,444	40,481	
Chicago, Abbottsford, and Minneapolis:						
East division, Chicago to Neenah	187.21	6	8	117,183	39,061	
West division, Neenah to Minneapolis	286.29	6	6	252,220	42,037	2 helpers run 72,992 miles.
Chicago and Minneapolis:						
Fast mail	423.15	7	32	1,834,926	57,341	8 helpers run 599,330 miles.
Trains 1 and 6	423.15	7	24	1,235,596	51,481	
Short run, Chicago to La Crosse	284.56	7	14	689,631	49,259	2 helpers run 71,613 miles.
Short run, Milwaukee to La Crosse	198.48	6	3	124,248	41,416	
Chicago and Prairie du Chien	279.21	6	14	577,566	41,254	2 helpers run 53,210 miles.
Chicago and Winona:						
Day line	297.70	6	8	372,720	46,590	
Night line	294.05	6	8	366,898	45,862	
Dodgeville and Freeport	65.97	6	1	35,661	25,661	
Duluth and Eau Claire	160.80	6	3	100,661	33,553	
Duluth and Staples	144.89	6	2	90,369	45,185	
Duluth and St. Paul	151.83	6	8	95,046	31,682	
Eau Claire and Wabasha	49.40	6	1	30,924	30,924	
Egan and Sioux City	125.88	6	2	78,488	39,244	
Fargo and La Moure	88.16	6	1	55,182	55,182	
Fargo, Barnesville, and St. Paul	243.38	6	6	190,055	39,811	1 helper runs 46,699 miles.
Fargo and Ortonville	119.53	6	2	74,819	37,409	
Fort Howard and Winona	215.40	6	3	134,840	44,946	
Fond du Lac and Harvard	114.00	6	2	71,364	35,682	
Garrison and Butte City	52.14	7	1	38,062	38,062	
Hastings and Cologne	55.88	6	1	34,981	34,981	
Hayfield and Mason City	58.25	6	1	36,464	36,464	
Helena and Spokane Falls	387.00	7	6	282,510	47,085	
Heron Lake and Pipestone	55.33	6	1	34,637	34,637	
Horton and Portage	53.17	6	1	33,284	33,284	
Iron Mountain and Milwaukee	209.60	6	8	131,210	43,736	
Ishpeming and Chicago:						
Ishpeming to Milwaukee	300.00	7	7	350,605	50,943	3 helpers run 131,035 miles.
Menominee to Milwaukee	180.37	6	3	112,912	37,637	
Fort Howard to Chicago	107.50	6	8	269,256	33,657	
Milwaukee to Chicago	85.89	6	4	93,954	23,489	2 helpers run 40,189 miles.
Jamestown and Oakes	69.81	6	1	43,388	43,388	
Kenosha and Rockford	73.42	6	1	45,961	45,961	
La Crosse and Dubuque	122.47	6	2	76,666	38,333	
La Crosse and Woonsocket:						
Through run	400.45	6	6	250,682	41,780	
Short run, La Crosse to Wells	150.65	6	3	94,307	31,436	
Lake Crystal and Eagle Grove:						
North division, Lake Crys- tal to Elmore	44.13	6	1	27,525	27,525	
South division, Elmore to Eagle Grove	66.85	6	1	41,535	41,535	
Langdon and Larimore	75.78	6	1	48,064	48,064	
Larimore and Breckenridge	131.40	6	2	82,256	41,128	
Leeds and Jamestown	108.44	6	2	68,083	34,041	
MacKinnaw City and Houghton	252.65	7	4	184,434	46,108	
Madison and Freeport	63.16	6	1	39,538	39,538	
Mankato and Wells	38.26	6	1	23,951	23,951	
Marion and Running Water	62.72	6	1	39,263	39,263	
Milwaukee and Lancaster	168.40	6	3	105,418	35,139	
Minneapolis and Dubuque	264.03	6	4	165,662	41,415	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

TENTH DIVISION—Continued.

Railway post-office.	Distances from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	Miles.			Miles.	Miles.	
Minneapolis and Oakes.....	264.94	6	4	165,862	41,468	
Minneapolis and Oregon.....	344.27	6	4	215,513	58,878	
Minot and Butte City:						
East division, Minot to Chinook.....	406.28	7	3	296,744	96,581	
West division, Chinook to Butte City.....	318.45	7	3	228,818	76,273	
Miscoula and Grantsdale.....	51.00	7	1	37,230	37,230	
Montfort and Galena.....	56.06	6	1	35,106	35,106	
Oakes and Hawarden.....	280.67	6	5	235,727	47,145	1 helper runs 60,026 miles.
Oconto and Clintonville.....	56.75	6	1	35,525	35,525	
Oshkosh and Milwaukee.....	104.90	6	2	65,667	32,833	
Pembina and Winnipeg Junction.....	196.61	7	3	145,715	48,572	
Portage and Madison.....	40.51	6	1	25,359	25,359	
Powers and Florence.....	42.00	14	1	61,820	61,820	
Racine and Rock Island.....	197.88	6	4	123,872	30,978	
Red Wing and Mankato.....	64.62	6	1	59,232	59,232	
Reno and Preston.....	57.70	6	1	36,120	36,120	
Rockford and Mineral Point.....	115.00	6	2	72,422	36,211	
St. Cloud and Willmar.....	56.61	6	1	36,680	36,680	
St. Paul and Aberdeen:						
Day line.....	326.33	6	4	186,745	46,687	
Night line.....	368.32	7	5	287,369	57,473	1 helper runs 60,597 miles.
St. Paul and Calmar.....	160.61	6	5	230,994	46,198	2 helpers run 125,200 miles.
St. Paul and Council Bluffs:						
Through run.....	368.67	7	15	807,387	53,826	
Short run, St. Paul to Sioux City.....	276.43	6	5	226,192	45,238	1 helper runs 56,906 miles.
St. Paul and Des Moines:						
Through run.....	310.00	6	5	237,781	47,556	1 helper runs 43,721 miles.
Short run, St. Paul to Albert Lea.....	121.05	7	3	141,764	47,255	1 helper runs 52,866 miles.
St. Paul and Elroy.....	197.08	7	5	198,017	39,603	1 helper runs 54,146 miles.
St. Paul and Helena:						
East division, St. Paul to Jamestown.....	344.40	7	10	500,824	50,082	
Middle division, Jamestown to Miles City.....	401.04	7	5	292,750	58,552	
West division, Miles City to Helena.....	387.05	7	5	282,446	56,489	
Short run, St. Paul to Jamestown.....	244.40	7	10	500,824	50,089	
St. Paul and Minot.....	531.83	7	12	776,472	64,706	
St. Paul and Watertown.....	236.23	6	4	147,896	36,949	
St. Vincent and Crookston.....	90.03	6	1	56,359	56,359	
Sault de Ste. Marie and Minneapolis:						
East division, Sault de Ste. Marie to Gladstone.....	153.13	7	3	111,785	37,262	
West division, Gladstone to Minneapolis.....	242.94	7	4	241,076	60,269	
Sheboygan and Princeton.....	78.22	6	2	49,591	24,795	
Sparta and Viroqua.....	35.65	6	1	22,816	22,816	
Stevens' Point and Portage.....	73.84	6	1	46,224	46,224	
Tomahawk and Tomah.....	121.06	6	2	84,044	42,022	
Tracy and Pierre.....	255.69	6	6	245,385	40,881	2 helpers run 85,234 miles.
Wabasha and Zumbrota.....	59.20	6	1	37,059	37,059	
Wadena and Fergus Falls.....	53.26	6	1	33,403	33,403	
Watertown and Madison.....	36.97	12	1	43,790	43,790	
Willmar and Sioux Falls.....	148.66	6	2	92,685	46,342	
Winona and Watertown.....	322.21	6	7	283,270	40,469	2 helpers run 81,567 miles.
Worthington and Mitchell:						
East division, Worthington to Sioux Falls.....	62.37	6	1	39,043	39,043	
West division, Sioux Falls to Mitchell.....	72.70	6	1	45,510	45,510	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

ELEVENTH DIVISION.

Railway post-office.	Distance from reg- ister to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Alexandria and La Fayette, La.	85.82	7	2	62,648	31,324	
Arkansas City and Warren, Ark.	56.00	6	1	35,432	35,432	
Bromond and Albany, Tex.	290.89	7	4	168,549	42,137	
Cairo, Ill., and Texarkana, Ark.	422.47	7	6	308,403	51,400	Clerks register at Cairo, Ill., 4.55 miles from Bird's Point, Mo.
Colmesneil and Trinity, Tex. ..	66.81	7	1	48,771	48,771	
Commerce and Sherman, Tex. ..	53.00	7	1	38,690	38,690	
Corpus and Navesota, Tex.	43.95	7	1	32,083	32,083	
Corpus Christi and Laredo, Tex.	161.60	7	3	117,968	39,322	
Coriscana and Hillsboro, Tex. ..	42.00	7	1	30,690	30,690	
Dallas and Kemp, Tex.	49.38	6	1	30,911	30,911	
Denison and Houston, Tex.:						
Day line	337.09	7	8	492,150	61,520	
Night line	337.09	7	5	246,076	49,215	
Denison and Minneola, Tex.	103.19	7	2	75,328	37,664	
Denison and Taylor, Tex.:						
Day line	258.50	7	8	377,410	47,176	
Night line	258.50	7	4	188,705	47,176	
Denver, Colo., and Fort Worth, Tex.	304.00	7	11	643,860	58,538	1 helper runs daily to Bellview, Tex., 78 miles.
Fayetteville and St. Paul, Ark.	35.86	7	1	26,178	26,178	
Fort Smith, Ark., and Leland, Miss.:						
Fort Smith to Little Rock, Ark.	168.00	7	4	160,068	42,267	1 helper daily to Atkins, Ark., 63.60 miles.
Little Rock, Ark., to Le- land, Miss.	137.70	7	3	100,521	33,507	
Fort Smith and Mansfield, Ark.	32.32	13	1	46,187	46,187	Double daily service, except Sun- day, single service.
Fort Smith, Ark., and Wag- oner, Ind. Ter.	80.38	7	2	65,247	32,624	
Fort Worth and Guide, Tex.	53.78	7	1	39,250	39,250	
Gold Dust and Memphis, Tenn.	106.50	3	1	33,228	32,228	
Greenville and Dallas, Tex.	54.64	7	1	39,887	39,887	
Greenville and Vicksburg, Miss.	157.75	3	2	49,376	24,688	
Gurdon and Camden, Ark.	37.07	6	1	23,187	23,187	
Helena and Clarendon, Ark.	48.77	6	1	30,529	30,529	
Hempstead and Austin, Tex.	115.16	7	2	84,066	42,033	
Henrietta and Dallas, Tex.	159.23	7	2	116,213	58,107	
Houston and El Paso, Tex.:						
Houston to San Antonio, Tex.:						
Day line	218.61	7	4	224,117	51,644	Helper runs to Columbus, Tex., 64.97 miles.
Night line	218.61	7	3	169,147	53,049	
San Antonio to El Paso, Tex.	632.93	7	7	462,039	66,006	
Jacksonport and Brinkley, Ark.	60.90	6	1	38,123	38,123	
Jefferson and McKinney, Tex.	158.45	7	3	113,485	37,828	
Kenedy and Corpus Christi, Tex.	89.00	6	1	55,714	55,714	
Kiowa, Kana., and Panhandle, Tex.	217.20	7	3	158,556	52,852	
Knobel and Helena, Ark.	140.65	7	2	102,674	51,337	
Lexington and Yoakum, Tex.	80.31	6	1	54,030	54,030	
Marble Falls and Austin, Tex.	77.65	6	1	48,609	48,609	
Memphis, Tenn., and Arkansas City, Ark.	252.00	2	1	52,520	52,520	
Memphis, Tenn., and Bald Knob, Ark.	98.71	7	1	68,408	68,408	
Memphis, Tenn., and Friars Point, Miss.	111.00	3	1	34,632	34,632	
Memphis, Tenn., and Little Rock, Ark.:						
Day line	136.00	7	2	99,280	49,640	
Night line	136.00	7	2	99,280	49,640	
Minneola and Troup, Tex.	44.54	7	1	32,514	32,514	

EXHIBIT 1.—Statements of miles traveled by railway-postal clerks, etc.—Continued.

ELEVENTH DIVISION—Continued.

Railway post-office.	Distance from register to register.	No. of round trips per week.	No. of clerks at work on line.	Annual distance traveled by clerks.	Average annual distance traveled by clerks.	Remarks.
Monett, Mo., and Paris, Tex.:	<i>Miles.</i>			<i>Miles.</i>	<i>Miles.</i>	
Day line	123.44	7	3	123,060	46,026	Helpers daily to Fayetteville, Ark., 70 miles.
Night line	302.07	7	4	220,511	55,128	
Monett, Mo., and Lapulpa, Ind. T.	154.66	7	2	99,509	49,755	
Nashville and Hope, Ark.	27.53	14	1	40,193	40,193	Double daily service.
New Lewisville, Ark., and Shreveport, La.	61.04	6	1	38,210	38,210	
New Orleans, La., Houston, Tex.:						
Day line	362.74	7	6½	319,550	49,161	3 helpers ran to Lafayette, La., 150 miles
Night line	362.74	7	6½	319,550	49,161	
New Orleans, La., and Marshall, Tex.	369.37	7	5	269,640	53,928	
Newport and Cushman, Ark. .	40.57	6	1	25,396	25,396	
Newton, Kans., and Galveston, Tex.	750.31	7	14	743,768	53,483	
Palestine and Galveston, Tex. .	201.00	7	4	183,852	45,963	1 helper from Fort Worth to Clifton, Tex., 75.40 miles; double daily service between Houston and Galveston, Tex.; 3 helpers from Newton, Kans., to Oklahoma, Ind. T., 200 miles.
Paris and Weatherford, Tex. .	192.35	7	3	140,413	46,806	
Rockland and Beaumont, Tex. .	73.53	7	1	53,909	53,909	
Basenbun and Cuero, Tex. . .	120.29	7	2	87,811	43,905	
St. Louis, Mo., and Texarkana, Ark.:						
Day line	491.72	7	24	1,329,446	55,294	
Night line	491.72	7	24	1,351,846	52,160	3 helpers run to Hoxie, Ark. 226 miles.
San Antonio and Kerrville, Tex.	71.75	6	1	44,915	44,915	
Shreveport, La., and Houston, Tex.	234.42	7	4	171,126	42,781	
Sponford and Eagle Pass, Tex. .	34.66	7	1	25,302	25,302	
Taylor and Fayetteville, Tex. .	83.29	7	1	60,801	60,801	
Temple and San Angelo, Tex. .	237.40	7	4	173,302	43,325	
Texarkana, Ark., and El Paso, Tex.:						
Texarkana, Ark., to Fort Worth, Tex.:						
Day line	254.17	7	8	371,088	46,388	
Night line	254.17	7	8	371,088	46,388	
Fort Worth to El Paso, Tex.	615.05	7	8	501,181	62,647	
Texarkana, Ark., and Fort Worth, Tex.	215.00	7	3	156,950	52,316	
Texarkana, Ark., and Gatesville, Tex.	305.39	7	5	222,934	44,587	
Texarkana, Ark., and Laredo, Tex.	597.00	7	18	869,384	48,299	Double daily service between Taylor and San Antonio, Tex., 116.50 miles; 1 helper between Taylor and Austin, Tex., 36 miles.
Texarkana and Whitesboro, Tex.	173.74	7	3	126,830	42,270	
Tyler and Lufkin, Tex.	89.61	7	2	65,415	32,707	
Wallis Station and San Antonio, Tex.	200.58	7	4	146,423	48,807	

EXHIBIT 1.—Statement of miles traveled by railway postal clerks, etc.—Continued.

RECAPITULATION.

Division.	Distance from register to register on R. P. O. lines.	Number of clerks at work on lines.	Annual distance traveled by postal clerks.	Annual average distance traveled by postal clerks.	Average distance run daily (general average being \$24 trips per annum).
	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
First	10,819.10	403	14,228,315	35,306	108.00
Second	15,058.87	616	26,004,504	42,215	129.09
Third	9,609.74	300	12,743,472	42,478	108.28
Fourth	16,228.48	382	17,240,576	45,138	118.15
Fifth	23,757.80	896	42,932,323	47,916	146.53
Sixth	28,016.89	789	35,330,704	44,781	136.91
Seventh	24,021.68	558	27,115,919	48,595	148.00
Eighth	9,616.13	190	8,867,768	44,041	134.61
Ninth	13,848.22	538	28,463,374	53,402	163.30
Tenth	19,111.04	411	19,162,049	46,623	142.58
Eleventh	14,679.72	296	14,096,901	49,298	150.78
Total	183,368.17	*5,364	245,685,905	45,802	140.07

* Including 3 acting clerks additional.

EXHIBIT 2.—Statement of pieces of mail separated for city delivery for the fiscal year ended June 30, 1890.

City for which separation was made.	Railway post-office making the separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed ('75 to the package).	Papers distributed.
Boston, Mass	Boston, Springfield, and New York.	First ..	242,316	5167	225	487	18,173,700	.....
	Boston and Albany, train No. 12, &c.	.....do ..	33,298	5779			2,496,975	.....
New York, N. Y. . . .	Boston, Providence, and New York.	.....do ..	36,744	516	816	1,263	2,785,800	.....
	Boston, Springfield and New York.	.....do ..	191,854	5217	1,065	2,590	14,851,550	.....
	New York and Chicago.	Ninth ..	314,702	51,834	5,321	9,602	23,602,650	.....
	New York and Dunkirk.	Second ..	62,126	52,826	893	1,817	4,659,450	.....
	New York and Pittsburgh.	.....do ..	411,006	53,909	4,003	6,676	30,870,450	.....
	New York and Washington.	.....do ..	125,040	515,081	1,765	2,670	9,378,000	.....
	Philadelphia and Baltimore.	.....do ..	1,164	595			87,900	.....
	Port Jarvis and New York.	.....do ..	318				23,850	.....
Pittsburgh, Pa.	New York and Pittsburgh.	.....do ..	12,673				950,475	.....
Philadelphia, Pa. . .	New York and Philadelphia.	.....do ..	8,367	5598			627,625	.....
	New York and Pittsburgh.	.....do ..	201,519	52,232			15,113,928	.....
	New York and Washington.	.....do ..	22,518	5702			1,683,850	.....
Washington, D. C. . .	Baltimore and Grafton.	Third ..	12,515		92	133	938,626	.....
	Bowling Green and Memphis, &c.	Fifth ..	4,013		8	8	300,975	.....
	Chicago and Cincinnati, &c.	.....do ..	6,806		14	15	510,450	.....
	do do.	.....do ..	12,149		18	18	911,175	.....

a From November 18, 1889.

b Shorthanded and heavy delayed connections.

c Day line.

d Night line.

EXHIBIT 2.—Statement of pieces of mail separated for city delivery, etc.—Continued.

City for which separation was made.	Railway post-office making the separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Washington, D. C..	Cincinnati and Nashville. <i>a</i>	Fifth ..	3,368		14	14	252, 225	
	do <i>d</i>	do ..	7, 709		17	26	578, 175	
	Cincinnati and St. Louis. <i>c</i>	do ..	11, 815		17	17	886, 125	
	do <i>d</i>	do ..	12, 631		15	15	947, 325	
	Rhine and Baltimore.	Second ..	14, 087		5	10	1, 056, 525	
	Grafton and Cincinnati. <i>c</i>	Fifth ..	14, 881		16	16	1, 116, 075	
	do <i>d</i>	do ..	25, 915		25	32	1, 943, 625	
	New York and Washington.	Second ..	14, 120	5014	4	5	1, 059, 000	
	New York and Pittsburgh.	do ..	20, 266	518	4	8	1, 519, 950	
	Pittsburgh and Cincinnati. <i>d</i>	Fifth ..	4, 461		4	7	334, 575	
	Pittsburgh and St. Louis.	do ..	17, 494		41	50	1, 312, 050	
	Washington and Charlotte.	Third ..	82, 300		91	130	2, 422, 500	
	Washington and Wilmington.	do ..	31, 430		71	113	2, 357, 250	
	Chicago and Cincinnati.	Fifth ..	18, 982				1, 423, 650	
	Cincinnati and Nashville.	do ..	11, 072				830, 400	
	Cincinnati and St. Louis.	do ..	24, 446				1, 833, 450	
	Bowling Green and Memphis.	do ..	4, 013				300, 975	
	Pittsburgh and Cincinnati.	do ..	4, 461				334, 575	
	Grafton and Cincinnati.	do ..	40, 862				3, 060, 150	
	Pittsburgh and St. Louis.	do ..	17, 617				1, 321, 275	
Cincinnati, Ohio...	Chicago and Cincinnati.	do ..	47, 907				3, 563, 025	
	Cincinnati and Nashville.	do ..	22, 823				1, 711, 725	
	Cincinnati and St. Louis.	do ..	26, 867				2, 765, 025	
	Cleveland and Cincinnati.	do ..	14, 988				1, 124, 100	
	Pittsburgh and Cincinnati.	do ..	46, 854				3, 514, 050	
Louisville, Ky	Cincinnati and Nashville.	do ..	54, 379				4, 078, 425	
	Cincinnati and St. Louis.	do ..	11, 244				843, 300	
	Bowling Green and Memphis.	do ..	9, 009				675, 675	
St. Paul, Minn	Chicago and Minneapolis. <i>e</i>	Tenth ..	79, 159				5, 936, 925	
Chicago, Ills	do <i>e</i>	do ..	71, 101				5, 332, 575	
Minneapolis, Minn.	do <i>e</i>	do ..	81, 380				6, 103, 500	
St. Louis, Mo	St. Louis and Kansas City.	Seventh ..	86, 712				6, 503, 400	483, 950
	St. Louis and Council Bluffs.	do ..	26, 808				2, 010, 000	116, 250
	St. Louis and Burrton.	do ..	18, 647				1, 398, 525	32, 400
Kansas City, Mo...	St. Louis and Kansas City.	do ..	21, 855				1, 639, 125	7, 050
	Kansas City and Pueblo.	do ..	29, 449				2, 208, 675	2, 100
	Kansas City and Denver.	do ..	11, 945				895, 875	
	Kansas City and Wellington.	do ..	12, 795				959, 625	

a Day line.*d* Night line.*e* Distribution made by clerks detailed from the St. Paul, Chicago, and Minneapolis offices.*f* From November 29, 1899.

EXHIBIT 2.—Statement of pieces of mail separated for city delivery, etc.—Continued.

City for which separation for made.	Railway post-office making the separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect alips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Los Angeles, Cal..	Albuquerque and Los Angeles.	Eighth..	23, 780	.....	.....	.....	.....	.....
Portland, Oregon..	Huntington and Portland.	.....do ..	61, 656	5625	.....	.....	.....	.....
	Portland and San Francisco.	.....do ..	26, 820	.....	.....	.....	.....	.....
Sacramento, Cal...	Ogden and San Francisco.	.....do ..	41, 697	.....	.....	.....	3, 127, 275	.....
San Francisco, Cal.	Ogden and San Francisco.	.....do ..	161, 808	5434	.....	.....	12, 185, 600	.....
			3, 010, 771	30, 337	15, 044	5, 715	225, 807, 825	631, 750

a One month.

b Shorthanded and heavy delayed connections.

EXHIBIT 3.—Statement of leaves of absence, with pay, granted to railway postal clerks injured while on duty, together with the amount paid acting clerks employed in their stead during the fiscal year ended June 30, 1890.

Name.	Railway post office line.	Date of injury.	Days on leave of absence.	Days acting clerk was employed.	Amount paid acting clerk.
J. C. Adams.....	Eaton and Gordon	Jan. 30, 1889	180	180	\$175.96
T. D. Armstrong.....	Pittsburg and St. Louis	June 19, 1889	270	240	535.16
J. D. Alexander.....	Chattanooga and Atlanta	Dec. 23, 1888	171	171	378.29
R. F. Allison.....	do.....	Nov. 12, 1888	125	136	299.20
John T. Beach.....	Chicago and Minneapolis	Oct. 28, 1886	120	100	220.00
B. W. Becock.....	Lynchburg and Bristol	Feb. 8, 1890	142	131	268.20
J. B. Burkett.....	Albuquerque and Los Angeles.....	Aug. 31, 1889	42	42	92.40
Geo. E. Barnes.....	Larabee and Clermont	Oct. 3, 1889	10	10	22.00
E. R. Bicknell.....	Sumner and Hampton	Nov. 6, 1889	220	220	484.00
A. C. Boynton.....	New York and Dunkirk	Aug. 12, 1888	147	49	107.80
C. M. Brown.....	St. Paul and Mandan	Oct. 27, 1888	120	116	255.20
W. H. H. Blaney.....	Owego and Binghamton	Feb. 12, 1890	30	30	66.00
J. W. Bishop.....	Pittsburg and St. Louis	June 19, 1889	270	287	565.40
A. B. Burton.....	Lynchburg and Bristol	Feb. 8, 1890	120	117	257.40
E. J. Brown.....	Davenport and Atchison	Feb. 8, 1889	30	30	66.00
M. H. Bann.....	Chattanooga and Atlanta	Dec. 28, 1888	141	141	310.20
F. M. Brigham.....	Kansas City and Denver	July 12, 1889	30	13	28.60
F. D. Culp.....	Grafton and Chicago	Apr. 3, 1890	30	26	57.20
R. W. Cunningham.....	Texarkana and El Paso	June 30, 1889	12	12	26.40
James J. Cox.....	New York and Dunkirk	Mar. 1, 1890	85	85	187.00
C. H. Craggs.....	Baltimore and Grafton	Oct. 28, 1889	30	30	66.00
J. S. Cupp.....	St. Louis and Council Bluffs	Apr. 4, 1890	80	86	189.20
J. G. Crooks.....	Denver and Ogden	Sept. 25, 1889	30	17	37.40
James R. Dutcher.....	Rochester and Elmira	Jan. 17, 1888	25	25	55.00
A. G. Daily.....	St. Jo. and Caldwell	Aug. 11, 1889	21	18	39.00
John M. Decker.....	Williamsport and Port Clinton	July 3, 1886	60	60	132.00
Samuel Erwin.....	Cincinnati and Chattanooga	May 7, 1889	306	306	673.20
R. J. Early.....	New York and Pittsburgh	Apr. 4, 1890	44	36	79.20
R. U. D. Evans.....	St. Paul and Mandan	May 5, 1889	64	54	118.80
Robert Ellis, jr.....	Pittsburg and St. Louis	June 19, 1889	349	349	567.32
N. B. Fitzsimmons.....	Bristol and Chattanooga	Nov. 25, 1888	217	217	477.44
J. J. Gibbs.....	do.....	May 25, 1890	36	36	79.20
Wm. A. Gashire.....	Kingston and Goshen .....	.....	9	9	11.00
J. K. Glenn.....	Cincinnati and Nashville	Nov. 27, 1889	215	212	465.40
Daniel H. Griffing.....	Greenport and New York	June 12, 1889	347	347	760.44
M. A. Gregory.....	Council Bluffs and Moberly	July 24, 1889	15	15	32.61
H. H. Holt.....	Murphy and Marietta	Aug. 20, 1889	159	159	348.62
F. P. Hargadon.....	Cincinnati and Nashville	Mar. 27, 1890	10	10	22.00
J. B. Horton.....	Chicago and Cincinnati	Dec. 23, 1888	161	161	354.20
W. H. Henson.....	Washington and Strasburg	Dec. 31, 1889	50	50	110.00
J. B. Hays.....	Sacramento and San Francisco	Oct. 14, 1889	90	90	200.00
D. H. Hall.....	Cincinnati and Nashville	Oct. 22, 1889	83	7	15.22
T. O. Havens.....	New Castle and North Vernon	Oct. 31, 1889	21	15	32.61
C. H. Hiale.....	Des Moines and Moberly	Mar. 28, 1889	150	150	330.00

EXHIBIT 3.—Statement of leaves of absence, with pay, granted to railway postal clerks etc.—Continued.

Name.	Railway post-office line.	Date of injury.	Days on leave of absence.	Days acting clerk was employed.	Amount paid acting clerk.
R. J. Jac	Albuquerque and Los Angeles	Feb. 3, 1889	21	21	\$46.20
S. V.	Baltimore and Grafton	Oct. 6, 1888	96	97	210.49
	Montfort and Galena	Nov. 26, 1889	24	24	52.08
	Fargo, Milwaukee & St. Paul	Oct. 30, 1889	60	45	97.65
	Nashville and Montgomery	Nov. 1, 1889	60	53	115.01
U. S. Johnson	Baltimore and Grafton	Oct. 4, 1889	96	96	186.62
C. H. Lee	Pittsburgh and Cincinnati	Dec. 27, 1889	20	20	43.40
C. M. Lonnaberry	St. Paul and Mandan	May 5, 1889	300	300	651.00
Geo. A. Lester	Denver and Leadville	Jan. 27, 1890	7	7	15.54
J. Seward Lamson	New York, Dover, and Easton	Nov. 12, 1889	240	228	501.60
Robert La Fontaine	Omaha and Ogden	May 11, 1890	54	51	112.20
F. M. Moore	Omaha and McCook	Aug. 11, 1889	60	60	132.00
J. E. Matthews	Pittsburgh and St. Louis	June 19, 1889	30	17	37.40
H. S. Mobley	Baltimore and Grafton	May 17, 1890	30	30	65.93
J. H. McQuaid	Kansas City and Joplin	June 27, 1890	3	3	6.59
E. W. McKean	Cedar Rapids and Council Bluffs	May 24, 1890	20	20	43.96
W. M. McCombs	Omaha and Ogden	Jan. 17, 1890	13	13	28.89
C. J. Miner	Pittsburgh and St. Louis	June 19, 1889	120	106	233.20
B. McNeil	New York and Chicago	Feb. 23, 1890	30	13	28.89
F. H. Maguire	Natchez and Bayou Sara	Apr. 8, 1890	84	84	184.80
J. E. Matthews	Pittsburgh and St. Louis	June 19, 1889	180	180	380.00
C. E. Owen	St. Louis and Paducah	June 10, 1890	8	8	17.58
F. D. Parsons	Vanceboro and Bangor	Feb. 18, 1890	90	90	197.79
E. Peron	Burlington and Council Bluffs	Nov. 3, 1889	38	38	83.60
F. W. Patterson	North Anson and Portland	June 10, 1889	335	335	785.88
H. E. Pierce	Denison and Taylor	May 9, 1890	10	10	22.00
S. E. Payne	Lynchburgh and Ponchartraine	June 27, 1889	10	2	4.40
W. N. Parrott	Washington and Charlotte	July 12, 1888	5	5	10.87
W. W. Robinson	Nevada and Winfield	Mar. 19, 1890	21	21	46.67
Geo. E. Roberts	Denver and Leadville	Mar. 5, 1890	30	23	51.11
Ramon F. Randolph	Oswego and Oneida	Sept. 23, 1889	16	15	32.61
W. E. Ramsey	Bristol and Chattanooga	Feb. 11, 1890	13	9	20.00
W. H. Randall	Kansas City and Pueblo	Apr. 14, 1890	14	14	31.11
G. M. Sadler	New York and Point Pleasant	Aug. 20, 1889	81	81	178.20
Geo. E. Sterling	Philadelphia and Crisfield	Aug. 28, 1889	9	9	19.57
Chas. F. Singer	Minn. Hay and Waterloo	Aug. 8, 1889	50	30	106.50
W. T. Shoop	St. Louis and Council Bluffs	Apr. 4, 1890	90	90	197.70
W. G. Smith	Cincinnati and Chattanooga	Nov. 27, 1889	15	9	19.67
W. G. Scott	Grafton and Chicago	Nov. 1, 1888	21	21	45.85
M. J. Spear	Skowhegan and Portland	June 1, 1889	70	70	203.30
Edward Simpson	Peoria and Okaloosa	Apr. 20, 1889	140	140	306.60
J. M. Smith	New York and Chicago	Dec. 24, 1889	30	30	66.67
S. O. Shippe	Bristol and Chattanooga	Nov. 28, 1889	210	202	444.40
T. R. Smith	Zanesville and Columbus	Mar. 16, 1890	45	45	99.64
P. E. Smith	New York and Chicago	Feb. 23, 1890	13	9	19.78
L. P. Summers	Lynchburgh and Bristol	July 2, 1889	30	30	65.22
D. A. Shumate	Charlotte and Atlanta	Nov. 12, 1888	133	133	289.94
H. Saugouin	Cairo and Texarkana	June 25, 1889	26	26	57.78
W. A. Tilley	Ogden and San Francisco	Jan. 1, 1890	30	30	66.67
J. B. Thornton	Pittsburgh and St. Louis	June 19, 1889	50	50	108.50
John W. Woodruff	Atlanta and Waycross	Aug. 15, 1889	83	83	184.60
J. L. Wilbur	Chicago and Burlington	Apr. 15, 1890	60	60	131.66
Chas. L. Wilkinson	Philadelphia and Atlantic City	Jan. 17, 1890	60	60	131.66
J. H. Walker	Pittsburgh and St. Louis	May 8, 1889	15	11	24.44
G. W. Wilson	Ashaburg and New Castle	Dec. 28, 1889	111	109	239.50
D. A. Warden	Portsmouth and Cincinnati	June 28, 1889	27	17	37.40
J. L. Walhall	Washington and Charlotte	July 12, 1888	65	5	11.00
J. Q. West	Washington and Charlotte	July 12, 1888	65	5	11.00
Total					17,121.10

EXHIBIT 4.

CASUALTIES, 1890.

July 2, 1889.—Lynchburg and Bristol R. P. O., train No. 2, ran into a washout near Thaxton, Va., and was wrecked. The postal car immediately took fire, and, with its contents, 60 packages of letters, 15 sacks of papers, and 3 through registered pouches, was consumed. Postal clerk L. P. Summers was badly bruised and severely cut about the head and body. Mr. Rose, an ex mailing clerk in the Wytheville, Va., post-office, was on the car with Clerk Summers and was instantly killed and his body burned.

July 2, 1889.—Washington and Wilmington R. P. O., train No. 5, collided with train No. 134, and was wrecked near Lorton Station, Va., and postal car slightly damaged. No mails lost or damaged, nor clerk injured.

July 4, 1889.—Washington and Huntington R. P. O., train No. 4, was wrecked by a land-slide near Ona, W. Va., killing both engineer and fireman. The mail-car was completely torn to pieces; mail damaged by water, but none lost. Acting Clerk F. R. Wright slightly injured.

July 8, 1889.—Marion and Council Bluffs R. P. O. collided with a working train between Coon Rapids and Dedham, Iowa, totally wrecking postal car. Mails transferred, without loss or damage, to baggage car, arriving at Marion next day. Clerk unhurt.

July 8, 1889.—Baltimore and Roanoke R. P. O., train No. 2, was derailed at White Post, Va. Postal car thrown on its side and considerably damaged. A portion of mail saturated with oil and water, but not sufficient to prevent forwarding to destination. Clerk unhurt.

July 9, 1889.—St. Albans and Boston R. P. O. ran into a washout one mile north of Brandon, Vt., caused by a cloud-burst during the night, and engine and five cars went down into the ditch bottom side up. The handle of catcher was broken on mail-car No. 4. No injury to clerk or loss or damage to mail.

July 9, 1889.—Cincinnati and Chattanooga R. P. O., train No. 5, collided with train No. 6 near the station at Oakdale, Tenn., breaking in the front end of postal car and throwing it off its front trucks. No injury to clerk, or loss or damage to mails.

July 9, 1889.—Lincoln and Alliance R. P. O., was run into by an engine of the Union Pacific Railroad at Grand Island, Nebr., throwing postal car from the track. No injury to clerk or loss or damage to mails.

July 12, 1889.—Litchfield and Kampsville R. P. O., train No. 45, was derailed near Fayette, Ill., and delayed in arrival until 2:15 p. m. the following day. Clerk and mails safe.

July 17, 1889.—Danville and Cairo R. P. O., train No. 2, was wrecked two miles south of Mount Carmel, Ill., caused by a freight car—which was in the train just in front of the mail car—leaving the track and overturning the entire train. Mail transferred, without loss or damage, to an old mail car, and trip completed. Clerk unhurt.

July 18, 1889.—Chicago and Cincinnati R. P. O. (night line), train No. 3, was wrecked near Newpoint, Ind., caused by the breaking in two of a freight train which was endeavoring to make a siding in order to allow mail train to pass. The postal car was running with the storage end ahead and the crew working near the letter end. Postal Clerk F. G. Ketcham, who had ended his run at Cincinnati, was dead-heading north on this train. The clerks had a large mail and asked him to assist,

which he did, working on the Indiana paper-mail. Clerk Ketcham had just stepped forward to the door when the collision occurred. The shock tore the stove from its fastenings and hurled it with great force against Ketcham, knocking him down, bruising him about the head, limbs, and severely crushing his chest. He was taken to Indianapolis and sent to St. Vincent's hospital. No mail was lost. A few bundles of papers were torn open and soiled with blood and oil. A tramp, riding on forward end of postal car, was instantly killed. The forward end of car was broken in, the tramp thrown inside the car. The long arms of two iron mail-catchers were driven entirely through his body, mangling him in a horrible manner. Immediately after the collision the rear end of the freight ran into the wreck, breaking up a number of cars and obstructing the track for ten hours.

July 19, 1889.—Lincoln and Alliance R. P. O., train No. 42, was run into at the crossing of the Union Pacific Railroad at Grand Island, Nebr., throwing mail from cases and scattering it about the car. None lost or damaged and clerk unhurt.

July 19, 1889.—Lincoln and Alliance R. P. O. (west bound) collided with a freight train at York, Nebr., delaying train three hours. No injury to clerk or loss or damage to mails.

July 20, 1889.—Kansas City and Denver R. P. O., train No. 204, was wrecked at Chapman, Kans., by running into loaded freight-cars which had been blown from siding to main track during a storm. No injury to clerk or loss or damage to mails. Delayed five hours.

July 24, 1889.—Council Bluffs and Moberly R. P. O.; while approaching a bridge 2 miles west of Valentine, Mo., the engine left the track, taking with it the mail apartment, and both rolled down an embankment 35 feet, turning over twice. The fastenings in mail apartment were torn loose, the doors broken off, and mail scattered and a small portion slightly damaged by oil. All mail that could be found was loaded into a way-car, brought to Gallatin, Mo., and transferred to mail apartment July 26. Postal Clerk M. A. Gregory was considerably bruised, and incapacitated for duty.

July 26, 1889.—Rockford and Pendleton R. P. O., train No. 5, ran into a burnt bridge 3 miles south of Riparia, Wash., wrecking engine and mail-car. Mails transferred, without loss or damage, to box-car, and arrived at Pendleton twelve hours late. Clerk unhurt.

July 27, 1889.—Selma and Mobile R. P. O.; the steamer *Carrier* blew out her steam-pipe 12 miles north of Prairie Bluff, Ala. The force of the explosion was downward, and no lives were lost nor mail damaged. Delayed twenty-four hours.

July 27, 1889.—Paducah and Memphis R. P. O. ran onto a siding (owing to misplaced switch) at Brighton Station, Tenn., 30 miles north of Memphis, and collided with a car loaded with lumber. The mail apartment was telescoped by tender of engine and completely demolished, and Postal Clerk J. J. Somerville instantly killed. Some mail considerably damaged, but none lost.

July 28, 1889.—Portland and San Francisco R. P. O., train No. 16, ran through an open switch at Albany Junction (n. o.), Oregon, derailing entire train. The platforms and trucks of postal car, No. 16, were broken and car otherwise damaged. A portion of mail damaged by oil, but none lost or destroyed. Clerk escaped injury.

August 1, 1889.—Denver and Fort Worth R. P. O., train No. 2, was derailed 6 miles north of Folsom, N. Mex., by spreading of track. Mail-car was dragged some distance over the ties and letters knocked out of cases, but none lost or damaged. Clerk unhurt.

August 4, 1889.—Denver and Fort Worth R. P. O. was held up by robbers 4 miles north of Tascosa, Tex., who cut loose the mail and express cars and ran them 2 miles up the track. A number of shots were fired through the express car, but none through the mail apartment. Postal Clerk D. E. Walcott was ordered to open the door of his car, which he did, having first secreted all the registered matter except one package, which was found and taken by the robbers.

August 8, 1889.—Portland and Island Pond R. P. O. was derailed and postal car entirely demolished at Pownal, Me. Postal Clerks C. I. Kimball and B. L. Watts were violently thrown against the roof of the car, but escaped with slight injuries. All mails were gathered up and forwarded to the Portland office and assorted. The mutilated mails were put in Government envelopes and forwarded to destination.

August 9, 1889.—Kane and Callery R. P. O. was derailed three quarters of a mile south of Knox, Pa., caused by failure of air-brakes while approaching a sharp curve. The apartment car was thrown from the track and dragged about 150 feet before train could be stopped. No injury to clerk. Some mail slightly damaged by water.

August 9, 1889.—Bremond and Albany R. P. O., train No. 34, was derailed 2 miles north of Ross, Tex. The mail, express, and several freight cars were turned over, demolishing the mail and express. Mail badly scattered, and some damaged by oil, but none lost. No one hurt.

August 11, 1889.—St. Joseph and Caldwell R. P. O., train No. 2, collided with a construction train one-half mile south of Topeka, Kans., derauling the combination mail and baggage car, killing the express messenger, and seriously bruising Postal Clerk S. G. Daily and incapacitating him for duty. The registered and letter mail was saved, though the latter was considerably damaged by water and oil. Paper mail also badly damaged.

August 11, 1889.—St. Paul and McGregor R. P. O.; on Saturday night, August 11, R. P. Clerk E. P. Phillips, after ending his run at St. Paul, Minn., went into the postal car to sleep, and Sunday morning left the car and started up the track towards the depot for breakfast. Seeing a train coming towards him he stepped aside to allow it to pass. In so doing he stepped in front of a C., St. P. and K. C. train coming from the opposite direction and was struck by the locomotive and thrown under the train he was trying to avoid. His skull was crushed and death resulted in a few minutes. His relatives in Minneapolis were notified, took charge of his body, and accompanied it to his home at Owatonna Sunday night.

August 13, 1889.—Bath and Lewiston R. P. O. was wrecked one-half mile west of Brunswick, Me. No injury to clerk or loss or damage to mails.

August 13, 1889.—El Paso and Los Angeles R. P. O., train No. 20, was wrecked by spreading of the rails 2 miles west of Benson, Ariz. Mail-car slightly damaged, also some mail by oil and water. Clerk unhurt. Delayed twelve hours.

August 14, 1889.—Denver and Ogden R. P. O. ran into an open switch at Farmington, Utah, and was wrecked. Mail-apartment car partially derailed and was disabled. Mail transferred, without loss or damage, to baggage-car, arriving at Ogden four hours late. Clerks uninjured.

August 16, 1889.—Butler and Freeport R. P. O., train No. 23, was wrecked near Sarversville, Pa. Two coaches were demolished, two persons killed, and thirty injured. Mail-car derailed, but postal clerk and mails uninjured.

August 18, 1889.—Bremond and Albany R. P. O., train No. 33, was

wrecked 5 miles west of Ross, Tex., by a freight-car leaving the track. Mail-car badly damaged and trip completed in baggage-car. No mails lost or damaged, and clerk unhurt.

August 19, 1889.—Kansas City and Osceola R. P. O., train No. 2, was derailed $2\frac{1}{2}$ miles west of Clinton, Mo., caused by a broken rail. No damage to mail apartment, clerk, or mails. Delayed at wreck all night.

August 20, 1889.—St. Louis and Halstead R. P. O., train No. 2, ran into an open switch near Stoutland, Mo., and collided with a freight train. Postal Clerks W. L. Tilton and W. W. Dugger jumped from the car, and escaped injury. No loss or damage to mails.

August 20, 1889.—Murphy and Marietta R. P. O., train No. 1, was wrecked a few miles south of Blue Ridge, Ga. The engine left the track, tearing the trucks from under the mail-car and demolishing it. Postal Clerk H. H. Holt was thrown through the window of his car some distance from the track, receiving severe bruises and sprains incapacitating for duty. All mail recovered and forwarded to destination. Delayed twelve hours.

August 24, 1889.—Mount Airy and Bennettsville R. P. O., train No. 2, fell through a trestle 1 mile south of Germanton, N. C. Apartment car badly damaged, but no mail lost or destroyed. Postal Clerk T. J. Jackson slightly injured.

August 26, 1889.—Indiana and Branch Junction R. P. O. collided with an engine a few rods south of Blairsville, Pa. Mail-car slightly damaged. No injury to clerk or loss or damage to mails.

August 29, 1889.—Texarkana and El Paso R. P. O., train No. 1, was run into by freight train while engineer was taking water 3 miles west of Gladewater, Tex. No damage to car or mail. Postal Clerk G. W. Ratliff sustained injury to his foot by jumping from his car.

August 29, 1889.—Denver and Leadville R. P. O., train No. 402, was derailed 2 miles east of Estabrook, Colo., and the entire train, consisting of engine, mail, and baggage car, and two coaches, was thrown down a walled embankment 15 feet into the Platte River, instantly killing one person and seriously injuring many others. The mail apartment was badly wrecked and partially filled with water, floating several hundred letters out of the case, which were carried down stream. Postal Clerk E. L. Pippin succeeded in recovering the greater portion of these letters afterwards by wading the river, though he is of the opinion that a great many were lost. Seven hours after the disaster all mail that could be found was placed in a special baggage-car and taken to the Denver post-office, where it was re-worked. It was in a very wet and damaged condition. Clerk Pippin partially saved himself at the time of the accident by grasping hold of the pouch-rack; but, as this gave way, he was thrown against the side of the car, his legs going through the glass in the door window. Aside from slight cuts and bruises and the exposure consequent upon being eleven hours in soaked clothing, he came out of the wreck in a very fortunate condition.

August 30, 1889.—Chicago and Cedar Rapids R. P. O., train No. 5, was run into from the rear by a wild engine near Elmhurst, Ill., demolishing platform of mail-car and rendering it unfit for service, and necessitating its detachment. No injury to clerks or loss or damage to mails.

September 2, 1889.—Huntington and Portland R. P. O., train No. 4, ran into a lot of cattle 3 miles west of Hillgard, Colo., and was wrecked, and postal car badly damaged. No injury to clerk or mails.

September 3, 1889.—Cleveland and Toledo R. P. O., train No. 25, collided with a freight train at Port Clinton, Ohio. Postal Clerk John G.

Waters slightly bruised. The postal car was badly damaged. No loss or damage to mails.

September 4, 1889.—Junction City and Parsons R. P. O., train No. 9, was wrecked by a broken rail near Galesburgh, Kans., derailing engine and baggage car. No injury to mail apartment, clerk, or mails.

September 6, 1889.—Denver and Leadville R. P. O., train No. 402, was wrecked 7 miles east of Leadville, Colo., near Bird's Eye Station, caused by spreading of the track. The entire train was turned on its side and postal car badly damaged, necessitating its abandonment. No mails lost or damaged. Clerk G. E. Roberts jumped from the car door and escaped injury.

September 10, 1889.—Kansas City and Osceola R. P. O., train No. 1, was wrecked by spreading of the track 4 miles south of East Lynne, Mo. Engine, mail-car, and coach left the track. No injury to clerk or loss or damage to the mails. Delayed eleven hours.

September 12, 1889.—New York and Washington R. P. O., train No. 40, collided with a freight car near the tunnel, just after leaving Washington, D. C. The postal car was thrown from the track and damaged, necessitating its withdrawal from service. No injury to clerks or loss or damage to the mails.

September 17, 1889.—Burnett and Austin R. P. O., train No. 1, was derailed near Liberty, Tex., by box-car in front of mail-car leaving the track. Mail-car turned over on its side. No mail lost or damaged and postal clerk unhurt.

September 17, 1889.—Topeka and Fort Scott R. P. O., train No. 284, when approaching Glen Rock, Kans., was wrecked by a freight-car which jumped the track while rounding a curve. Mail apartment partially turned over. Mail transferred, without loss or damage, to another car, and arrived at Topeka four hours and twenty minutes late. Clerk unhurt.

September 17, 1889.—St. Louis and Burrton R. P. O., train No. 2, ran into an open switch 3 miles west of Keighley, Kans., derailing a portion of train. Rear trucks of mail apartment left the track. No injury to clerk, car, or mails.

September 21, 1889.—Julesburg and Denver R. P. O., train No. 308, ran into an open switch 4 miles from Denver, Colo., and collided with an engine on side-track. The engine was demolished and fireman scalded to death. Front platform of mail-car was knocked off and trucks derailed. No injury to clerk or loss or damage to mails.

September 22, 1889.—Chicago and Cedar Rapids R. P. O., train No. 6, collided with a freight train at Flag Station, Ill., disabling mail-car and rendering it unfit for service. Mails transferred without loss or damage, to another car, arriving at Cedar Rapids seven hours late. Clerks uninjured.

September 24, 1889.—Asheville and Jarretts R. P. O., train No. 17, was derailed 9 miles east of Bryson City, N. C., considerably damaging mail apartment car. No injury to clerk or loss or damage to mails.

September 25, 1889.—Kansas City, Salina, and Pueblo R. P. O. ran into an open switch at Horace, Kans., derailing engine, baggage, and mail car. No injury to clerk or loss or damage to mails. Delayed nine hours.

September 26, 1889.—Chicago and Cincinnati R. P. O., train No. 3, was derailed at McCoy, Ind., by an open switch. Postal car was thrown down an embankment and turned over. Six postal clerks were on duty: C. W. Fisher, D. Rosenbaum, A. W. Carnahan, Alfred Smith, H. B. Pruitt, and E. D. Johnson. Fisher and Rosenbaum sustained injuries,

those of the latter being the more severe. Letter mail was thrown from boxes and thoroughly saturated with oil from lamps, but none lost or destroyed.

September 26, 1889.—Des Moines and Cainesville R. P. O. was wrecked 1 mile north of Leon, Iowa, causing a delay of fifteen hours. No injury to clerk or loss or damage to mails.

September 26, 1889.—Newton and Galveston R. P. O., train No. 2, was wrecked at Duke, Tex., by colliding with a freight train. Mail scattered and a portion saturated with oil, but none lost. Clerk unhurt.

September 26, 1889.—Port Harford and Los Olivos R. P. O., train No. 4, left the track near Nipomo, Cal., completely wrecking the first five cars in the train. Mail scattered, but none damaged or lost, nor was clerk injured.

September 27, 1889.—Des Moines and Keokuk R. P. O. collided with a freight train one-half mile west of Oskaloosa, Iowa. No injury to clerk or loss or damage to mails. Delayed ten hours.

September 28, 1889.—Kansas City and Memphis R. P. O., train No. 3, was wrecked at Broadway street, Memphis, Tenn., by being cut in two by a freight train on the St. Louis, Iron Mountain and Southern Railway, which, at this point, runs at right angles to the Kansas City, Fort Scott and Missouri River Railroad. Three coaches were overturned, but mail apartment uninjured. No injury to clerks or loss or damage to mails.

September 28, 1889.—Denver and Ogden R. P. O., train No. 8, ran into a switch engine standing on the main track in the yards at Pueblo, Colo., wrecking engine, baggage-car, and slightly damaging mail-car. Postal Clerks W. H. Baker and E. Mills were on duty. Mills jumped from the car and was thrown down, sustaining a slight scalp wound. Baker remained in the car and was uninjured. No loss or damage to mails.

September 29, 1889.—Abbeville and Louvale R. P. O., train No. 2, was wrecked 2 miles east of Preston, Ga. Postal Clerk O. E. Coleman slightly bruised. No mails lost or damaged.

September 29, 1889.—Denver and Aspen R. P. O., train No. 203, was wrecked near Edwards, Colo., by a rock-slide which had bent the track on a sharp curve. The engine was totally demolished and engineer and fireman severely injured. The mail apartment was thrown off its trucks and laid on side. The stove was overturned and fire scattered through the car, igniting several sacks of papers and the wood-work. The fire was extinguished by the clerk with the assistance of train men. About one-half sack of papers was burned so as to be valueless. Twenty sacks of canvas and twelve pouches were partially burned. The car was badly damaged. Postal Clerk G. M. McAdams saved himself by clinging to the rack and was considerably bruised but not incapacitated for duty.

October 3, 1889.—Larabee and Clermont R. P. O. collided with a freight train 2 miles south of Eldred, Pa., and Postal Clerk G. E. Barnes sustained serious injuries to his left eye and leg, incapacitating him for duty. No mails lost or damaged.

October 4, 1889.—Baltimore and Grafton R. P. O., train No. 2, running at a high rate of speed, collided with the engine of a freight train which was taking siding at Boyd's, Md. Postal Clerk Charles F. Lindenburt jumped from his car just as collision occurred, and fell, dislocating his shoulder and incapacitating him for duty. Postal car considerably damaged, but no mails lost or destroyed.

October 4, 1889.—Kansas City and Salina R. P. O., train No. 201, col-

lided with a detached portion of a freight train, 1½ miles east of Colokan, Kans., which had broken loose and was running down grade at the rate of 45 miles an hour. One passenger instantly killed. Mail apartment considerably damaged, but no injury to clerk, or loss or damage to mails. Delayed eight hours.

October 5, 1889.—Ashland and Richardson R. P. O., train No. 43, was overturned 1 mile from Richardson, Ky. Mails scattered, but none lost or damaged. Clerk unhurt. Delayed five hours.

October 7, 1889.—Dubuque and Sioux City R. P. O., train No. 1, collided with a freight train at the C., M. and St. P. Rwy. crossing about 1 mile south of Dubuque, Iowa, crushing in forward end of postal car, but doing no damage to mails or injury to clerk on duty. Delayed three hours.

October 7, 1889.—Des Moines and Cainesville R. P. O., train No. 1, was wrecked, by a broken rail, 2 miles north of Leon, Iowa. The postal car turned completely over, but no injury was sustained by clerk or loss or damage to mails.

October 8, 1889.—Portland and San Francisco R. P. O., train No. 16, ran into a drove of cattle, near Harrisburgh, Oregon, and was derailed. Postal car slightly damaged, but no injury to clerk or loss or damage to mails. Delayed sixteen hours.

October 9, 1889. Harrisburg and Martinsburgh R. P. O., train No. 1, was wrecked 4 miles north of Martinsburgh, W. Va., by collision with a freight-car, which projected on the main track from a switch. Mail apartment badly damaged, but no injury to clerk or mails.

October 9, 1889.—Harrisburg and Martinsburgh R. P. O., train No. 1, ran into a freight train just before arriving at Hagerstown, Md. No injury to clerk or loss or damage to mails.

October 10, 1889.—Pittsburg and St. Louis R. P. O., train No. 6, ran into a freight train which was standing on siding in yards at East Terre Haute, Ind., owing to switch-bolt being out of position. Two paper cars were thrown from track and considerably damaged. No injury to clerks or loss or damage to mails.

October 12, 1889.—Philadelphia, Wilmington and Baltimore express train, No. 92, was derailed near North East, Md., and two pouches badly burned. The letter mail contained in them was not damaged, but twenty-five papers were seriously damaged by fire, and were forwarded to the Philadelphia post-office for disposition.

October 13, 1889.—Texarkana and Gatesville R. P. O., train No. 2, was wrecked at Cookville, Tex., caused by the breaking of wheel under the tender of engine. Mail, baggage, and express cars thrown from the track and mail-car badly damaged. Mails transferred, without loss or damage, to box-car, in which trip was completed. Clerk unhurt.

October 13, 1889.—Julesburg and Denver R. P. O., train No. 308, ran into a herd of cattle a few miles east of Iliff, Colo., ditching engine, mail, baggage car, and one coach, all being badly damaged. Postal Clerk J. Metz was thrown on his back, the back of his head striking the floor, but escaped serious injury. Mails transferred, without loss or damage, to box-car and arrived at Denver three and one-half hours late.

October 14, 1889.—New York and Point Pleasant R. P. O., train No. 306, collided with a coal train between Centerville and Bergen Point, N. J. Postal Clerk A. Mack was thrown down and his right side severely bruised. No mails lost or damaged. Delayed two hours.

October 14, 1889.—New Orleans and Houston R. P. O., train No. 20, was wrecked at Orange, Tex., by running into an open switch. Engine

and postal car badly damaged. No injury to clerk or loss or damage to mails. Delayed eight hours.

October 17, 1889.—Tyler and Lufkin R. P. O., train No. 102, was wrecked near Tyler, Tex., caused by the breaking of a wheel on tender of engine. Postal car turned over and badly wrecked. No mail lost or damaged. Postal clerk slightly bruised.

October 18, 1889.—Portland and San Francisco R. P. O., train No. 16, ran into an open switch at Junction City, Oregon, derailing engine, postal, baggage, and two express cars. Postal car considerably damaged, but no injury to clerk or loss or damage to mails.

October 19, 1889.—Toccoa and Elberton R. P. O., Air Line train No. 53; Postal Clerk Ezra Bowers, while endeavoring to cross the railroad track at Toccoa, Ga., was struck by a passing engine, on the above-named line, sustaining serious injuries which incapacitated him for duty.

October 19, 1889.—Winfield and Larned R. P. O., train No. 481, was wrecked 4 miles east of Penalsosa, Kans., caused by one of the cars in the train leaving the track. No injury to clerk or loss or damage to mails. Delayed four hours.

October 19, 1889.—Houston and El Paso R. P. O., train No. 20, collided with a freight train near Alpine, Tex. Mails scattered, but none lost or damaged. Clerk unhurt.

October 20, 1889.—Denver and Fort Worth R. P. O., train No. 2, left the track 9 miles north of Folsom, N. Mex. Postal Car was turned over and mail slightly damaged by oil, but none lost. Postal Clerk injured by car door, which flew off its hinges and struck him in the side. Delayed twenty-four hours.

October 22, 1889.—Cincinnati and Nashville R. P. O. ran into rear coach of accommodation train, No. 8, at Nolin, Ky., destroying coach and damaging engine of mail train. Postal Clerks D. H. Hall, W. Bradford, and S. J. Hunter were on duty. Hall was, while working at the letter-case, thrown forward, his head striking the letter case, which cut a gash over his left eye, from which, and nervous prostration, he was incapacitated for duty. No mails lost or damaged.

October 23, 1889.—Meridian and Shreveport R. P. O., train No. 1, ran over a cow 5 miles east of Monroe, La. Postal car was turned over and completely demolished. Some mail damaged by water, but none lost or destroyed. Postal Clerk D. O. McLauren received several severe strains and bruises, incapacitating him for duty.

October 24, 1889.—The Wabash express train, No. 44 (east bound), left the track at Keller's Station, Ind., and following express pouches damaged by fire: Grafton and Chicago, and Toledo, Ohio, tie-sack for Washington, D. O., and one for Grafton and Chicago damaged. All mails transferred to Toledo and St. Louis R. P. O., train No. 42, and properly forwarded. Damaged sacks and pouches sent to Post-Office Department. Mail uninjured.

October 25, 1889.—Pueblo and Silverton R. P. O.; when approaching Ojo Station, 8 miles south of La Veta, Colo. (on a down grade), the engine became disabled so that the engineer had no control over it. A freight train was standing on the main track at Ojo Station, and when it was found that the passenger train could not be stopped, the danger whistle was sounded and the switch turned so as to throw the train in onto the side track, where it collided with some freight cars, badly wrecking engine, mail, and baggage cars. The engineer, fireman, express messenger, and Postal Clerk H. E. Bell escaped serious injury by jumping from the train, each being slightly bruised. No mail lost or damaged.

October 28, 1889.—Marion and Council Bluffs express train No. 4, C., M. and St. P. Rwy., collided with a freight train 5 miles east of Council Bluffs, Iowa. The baggage-car, containing express mails from Council Bluffs and connections at that point, took fire and was entirely consumed, together with all mails contained therein, as follows: One pouch each from Council Bluffs for Persia, Templeton, Earling, Portsmouth, Coon Rapids, and Manning, Iowa, and the Chicago, Savannah, and Cedar Rapids R. P. O.; one pouch from the Council Bluffs and Kansas City R. P. O., to the Chicago, Savanna and Cedar Rapids R. P. O.; one pouch from the Council Bluffs and Kansas City R. P. O. to the Manila and Mitchell R. P. O., and one pouch from the Omaha and Ogden R. P. O. to the Chicago, Savanna and Cedar Rapids R. P. O.

October 30, 1889.—Lynchburgh and Bristol R. P. O., train No. 2, collided with a freight train near Buford's, Va., totally demolishing postal-car and seriously injuring Postal Clerk A. S. Francis. No mail lost. Some canvas sacks damaged by water. Two registered packages somewhat damaged.

October 30, 1889.—Fargo, Wilmar and St. Paul R. P. O., train No. 7, left the track at Benson, Minn., and collided with a freight train on side track, owing to misplaced switch. Postal Clerk Alfred Keevil jumped from his car just before collision and was severely injured.

October 30, 1889.—New York and Chicago R. P. O., train No. 1, when nearing Wawaka, Ind., and while running at a speed of 40 miles an hour was derailed; caused by breaking of connecting-rod on engine, which struck a switch car in such a manner as to throw the engine and two mail-cars off the track. The trucks were torn from under the mail-cars, but no mails were lost or damaged. Clerks unhurt.

November 1, 1889.—Hot Springs and Columbia R. P. O., train No. 55, was wrecked 4 miles east of Asheville, N. C., caused by broken axle under engine. Postal-car and coach turned over and badly damaged, and Postal Clerk T. E. Williams slightly bruised. About 200 letters badly damaged by oil, but none lost or destroyed.

November 1, 1889.—Dunkirk and Titusville R. P. O. was wrecked near Cassadaga, N. Y., by breaking of journal under tender of engine. Postal-car thrown across the track. No injury to clerk or loss or damage to mails.

November 2, 1889.—Yates Centre and Sedan R. P. O. was wrecked 3 miles east of Sedan, Kans., by the breaking down of a freight-car. Mail apartment car was thrown from the track and considerably damaged. Mails transferred, without loss or damage, to engine. Clerk unhurt.

November 4, 1889.—La Junta and Albuquerque R. P. O. postal-car jumped the track in the yard at Raton, N. Mex., and turned over, breaking the lamps, table, letter-case, and paper stanchions. A few letters damaged by oil and coal, but no mail lost. Clerks unhurt.

November 6, 1889.—Tyler and Lufkin R. P. O., train No. 101, ran into a wash-out near Lufkin, Tex., derailing engine and postal-car, but no mails lost or damaged. Clerk unhurt.

November 10, 1889.—Whatcom and Port Townsend R. P. O., steamer *J. B. Libby*, lost her rudder when about half way across the Straits of San Juan de Fuca. The boat became unmanageable and shipped several heavy seas, which caused her cargo of lime to take fire and steamer was entirely consumed. When passengers and crew had taken to the boats and life-raft there was no room for the mail, which was abandoned; however, Clerk T. D. Allen saved the registered mail.

November 16, 1889.—Houston and El Paso R. P. O., train No. 18, was derailed at Stellar Junction, Tex., by a misplaced switch. Postal-car turned over. No injury to clerk or damage to mails.

November 17, 1889.—New York and Pittsburgh R. P. O., train No. 13, ran into a land-slide just east of Braddock, Pa., badly crippling newspaper car No. 58, the letter car escaping injury. No mails lost or damaged nor clerks injured. Letter mail forwarded without delay, but paper car and mails delayed twelve hours.

November 18, 1889.—Huntington and Portland R. P. O. (fast mail) was derailed 2 miles east of Union, Oregon. Postal-car was badly demolished by coming in contact with snow-sheds. A portion of letter mail damaged by oil. Mail transferred to baggage-car and taken to Pendleton, and again transferred to postal-car, arriving at Portland twenty-two hours late.

November 21, 1889.—Cincinnati and Nashville R. P. O., train No. 1, was wrecked near Anchorage, Ky., by the breaking of a wheel under the tender. Postal-car No. 16 was badly crippled and had to be abandoned on arrival at Louisville, where mail was transferred to car No. 27, arriving at Nashville three hours late. No injury to clerks or loss or damage to mails.

November 23, 1889.—Bethlehem and Philadelphia R. P. O. As train No. 42 neared the depot at Bethlehem, Pa., the engineer discovered a coal train on the track, its locomotive taking water, and stopped his train to wait until the former pulled out of his way. While waiting, the fast freight was discovered coming up behind at a rapid rate. The conductor of No. 42, seeing that the freight made no effort to stop, shouted to his passengers to jump from the train. In the next instant the freight struck the rear of the passenger train, telescoping two coaches and instantly killing Postal Clerk E. V. Curry, of the above R. P. O., who was a passenger on this train returning from a trip to Easton, Pa.

November 25, 1889.—Bristol and Chattanooga R. P. O., train No. 3, while running at a high rate of speed, was derailed $3\frac{1}{2}$ miles west of Greenville, Tenn. The postal-car was completely demolished and Railway Postal Clerks S. O. Shipe and W. R. Fitzsimmons were considerably cut and bruised. Railroad Postal Clerk T. A. Baker, of the Nashville and Sheffield R. P. O., was also injured in this wreck. Baker was not on duty, but was riding in the car from his home in East Tennessee. No mail lost or damaged.

November 27, 1889.—Cincinnati and Chattanooga R. P. O., train ran into a freight train at Sunbright, Tenn. Postal Clerks James K. Glenn and W. G. Smith jumped from the car. Glenn was badly bruised and Smith sustained serious injury to right shoulder and arm, both being incapacitated for duty. Clerk H. J. Miller, who was dead-heading south, took charge of the mail, none of which was damaged or destroyed.

November 29, 1889.—Temple and San Angelo R. P. O., train No. 42, was wrecked by a broken rail near Lometa, Tex. Postal-car injured. Mails slightly damaged by oil, but none lost. Clerk unhurt. Delayed twelve hours.

December 2, 1889.—Chicago and Cincinnati R. P. O., train No. 2, ran through an open switch between Pullman and Kensington, Ill., turning over engine and derailling postal-car No. 18, badly damaging it. Clerk D. Rosenbaum was bruised about the head and shoulders and incapacitated for duty. A small amount of mail saturated with oil, but none lost. Delayed five hours.

December 7, 1889.—Ellore and Pregnalls R. P. O., train was wrecked

near Elloree, S. C., and Postal Clerk A. P. Prioleau internally injured. No mail lost or damaged.

December 8, 1889.—Memphis and Grenada R. P. O., train No. 3, was wrecked at Riverdale Station, Tenn. Mail-car badly broken and rendered unfit for service. No mail lost or damaged. Clerk unhurt. Delayed twelve hours.

December 12, 1889.—Echo and Long Island City R. P. O. A postal-car of this line was burned in the station at Port Jefferson, N. Y., while standing in the yard. Fifty letters and thirty papers were consumed. This mail had been left in the car at the request of the postmaster at Echo, because the depot building in which the post-office is located was considered unsafe on account of an old stove. There was no postal clerk in the car.

December 13, 1889.—Marion and Council Bluffs R. P. O., train collided with a freight train at Madrid, Iowa. The postal-car was telescoped by tender of engine. Clerk W. S. Winter jumped from his car and sustained several severe bruises. No mail lost. One tie-sack of papers damaged by water.

December 14, 1889.—Montgomery and New Orleans R. P. O., train No. 4, ran over two horses near Pollard's Station, Ala., throwing engine, postal and baggage cars from the track. No mail lost, but a portion damaged by oil. Clerks unhurt.

December 15, 1889.—New York and Dunkirk R. P. O. train, upon arrival at Jersey City, N. J., ran off the track in the yard, a short distance west of the tunnel. Postal-car No. 794 slightly damaged, but clerks and mails escaped injury.

December 16, 1889.—Huntington and Portland R. P. O., train No. 3, was wrecked at Encina, Oregon, by spreading of rails. Baggage, express, coach, and postal-car No. 1158 left the track, the latter badly damaged. Postal Clerk C. P. Holloway slightly injured. A few letters damaged by oil from broken lamps. Delayed eighteen hours.

December 17, 1889.—New Orleans and Houston R. P. O., trains No. 17 and 18, collided at Scott, La., caused by failure of air-brakes to work. Both postal-cars were completely demolished. The tenders of both engines were forced back through the ends of mail apartments behind them, scattering mails and flooding cars with water. Clerk H. L. Carey, of train 17, jumped from his car before the shock. Clerk H. B. Myers, of train 18, remained in his car, which was running at full speed. Seeing that a collision was about to occur, he got among the storage mail at the back end of the car. His clothing was soaked with water from the tender. Both clerks escaped injury. No mail lost, but a large quantity soaked with water.

December 19, 1889.—Brunswick and Albany R. P. O., train No. 1, was badly wrecked near Leliaton, Ga., and Postal Clerk H. B. Steele considerably injured. No mail lost or damaged. Delayed twelve hours.

December 20, 1889.—New York and Chicago R. P. O., train No. 2. A 60-foot car of this line was discovered to be on fire at 6 o'clock in the morning while standing in the yard at Chicago, Ill. The car was badly damaged, necessitating its being sent to the shops for repairs. There was no mail in the car and no clerks on duty at the time the fire occurred, nor was there a fire in the stove of the car, as it was heated by steam.

December 26, 1889.—Spokane Falls and Portland R. P. O., train No. 1, was wrecked at a switch 1 mile north of Tenino, Wash., the engine, mail, baggage, and three cars jumping the track. Mail damaged by oil, but none lost. Clerk unhurt. Delayed eight hours.

December 26, 1889.—Baltimore and Grafton R. P. O., train No. 6, ran over a horse near Dickerson Station, Md., throwing the engine down an embankment and killing the engineer. Postal clerks uninjured. A portion of the mail damaged by water, but none lost or destroyed.

December 27, 1889.—Pittsburgh and Cincinnati R. P. O., train No. 2, was run into, near Primrose, Pa., by the second section of the same train. The first section had stopped, but the second did not receive the signal in time to prevent a collision. Postal-car No. 46, of first section, had its vestibule and platform broken off, and Clerk O. H. Lee, of the Pittsburgh and St. Louis R. P. O., was thrown backwards against the end of the paper-case and received a severe bruise over the right eye, incapacitating him for duty. No mail lost or damaged.

December 27, 1889.—Washington and Huntington R. P. O., train No. 3, was wrecked by bad track 1 mile west of White Sulphur Springs, W. Va. Mail apartment car considerably damaged. Mails scattered and one registered package lost. Postal Clerk A. G. Brazie was on duty and escaped injury; but Clerk Hale Morrison, who was off duty, was returning to his home at Charlestown, W. Va., riding in the smoking-car, and was instantly killed.

December 28, 1889.—Salisbury and Knoxville R. P. O., train No. 53, was wrecked by a misplaced switch near Asheville, N. C. The engine and postal car were completely demolished. Clerk K. W. Robinson slightly injured. No mail lost or damaged.

December 28, 1889.—Ashtabula and New Castle R. P. O., train No. 24, was run into by a Pittsburgh and Western freight while crossing the Pittsburgh and Western tracks at Youngstown, Ohio. The postal-car was entirely demolished and Clerk G. W. Wilson thrown violently to the floor, striking on his left shoulder, side, and back, and was seriously injured and incapacitated for duty. Clerk F. O. Gilliland was badly injured about the head and back. Clerks William Jenkinson, of the Pittsburgh and Akron R. P. O.; D. T. Davies, of the Painesville and Youngstown R. P. O., and the postmaster at Youngstown hurried to the wreck, gathered up all the mail, and took it to the post-office. No mail damaged.

December 31, 1889.—Washington and Strasburgh R. P. O., train No. 145, was wrecked near Alexandria, Va., by striking a freight-car which projected from siding over main track. Clerk W. H. Henson was rendered insensible by the shock and was badly cut and bruised about the head and shoulders. A portion of mail damaged by oil and water, but none lost or destroyed.

January 1, 1890.—Helena and Spokane Falls R. P. O., train No. 2, was wrecked near Thompson's Falls, Mont., caused by postal-car leaving the track and striking a box-car which stood on siding. Postal-car was badly smashed and turned on its side. Some mail damaged by oil, but none lost or destroyed. Postal clerk unhurt.

January 2, 1890.—Knoxville and Keathley R. P. O., train No. 9, collided with a freight train at Bull Run, a few miles out from Knoxville, Tenn. The postal-car took fire and burned so fiercely that Clerk J. J. Griffiths barely had time to remove the mail before it was entirely consumed. No injury to clerk or loss or damage to mails.

January 2, 1890.—Lyons and Sayre R. P. O., train No. 2, left the track at Geneva, N. Y., on account of misplaced switch. Clerk M. W. Falsey was thrown against the pouch-rack and bruised on the arms. No mail lost or damaged.

January 2, 1890.—Macon and Savannah R. P. O., train No. 1, collided with an accommodation train at Eden, Ga., badly damaging mail apartment, but doing no injury to clerk or mails. Delayed six hours.

REPORT OF THE POSTMASTER-GENERAL.

January 3, 1890.—The depot building of the St. Paul, Minneapolis and Manitoba Railway Company, at Morris, Minn., was destroyed by fire, five sacks of paper mail were consumed, viz : One for Beardsley, Minn.; one for Graceville, Minn.; one for Brown's Valley, Minn.; one for Morris, Minn., and one for the Brainerd and Morris R. P. O. Leather boxes for the latter R. P. O. damaged so as to be worthless, but contents uninjured. Station baggage-man seriously burned while rescuing him from the fire.

January 4, 1890.—Huntington and Portland R. P. O., train No. 4, while running at a high rate of speed, struck some loose rails 2 miles south of Hood River, Oregon, derailing engine, mail and baggage cars. Mail-car No. 1164 was badly wrecked, the tender of rear engine telegraphing the end of the car and forcing the trucks through the floor. Car immediately caught fire from the broken lamps, but was extinguished by the clerks before any of the mail had been burned. Clerks escaped injury. Delayed twenty-four hours.

January 7, 1890.—Sumner and Hampton R. P. O. train left the track at Shell Rock, Iowa, caused by the breaking of a flange on car-wheel. No injury to clerk or loss or damage to mails. Delayed eight hours.

January 7, 1890.—Kansas City and Coffeyville R. P. O., train No. 3, wrecked 17 miles north of Coffeyville, Kans. No injury to clerk or loss or damage to mail.

January 8, 1890.—Harrisburg and Winchester R. P. O., train No. 1, wrecked one-half mile north of Martinsburgh, W. Va. No injury to clerk or loss or damage to mails.

January 8, 1890.—Switz City and Effingham R. P. O. train was wrecked about 1 mile east of Effingham, Ill., throwing entire train from track and turning the postal car upon its side. The stove was removed from its fastenings and fire scattered about the apartment. All mail and registers secured without damage. Ten empty tie-sacks consumed by fire. Clerk unhurt.

January 8, 1890.—St. Louis and Burrton R. P. O., train No. 1, while running through the Choteau avenue yards at St. Louis, Mo., was wrecked, turning over the express and baggage cars, and slightly damaging the postal car. No injury to clerk or loss or damage to mails.

January 9, 1890.—St. Louis and Council Bluffs R. P. O., train No. 8, wrecked with a freight train at Centralia, Mo., badly damaging one end of postal car. Mails transferred to baggage-car without loss or damage. Clerk unhurt. Delayed four hours.

January 11, 1890.—Omaha and Ogden R. P. O., train No. 3; when about 5 miles from Omaha, Nebr., the Baker heater, the pipes of which had been only partially thawed out before leaving Union Pacific Transfer, Co., exploded with great force, throwing fire directly into the letter car and among the three or four hundred letters on the table, also among the pouches and canvas sacks. The car was immediately filled with smoke and steam. The clerks finally subdued the flames. No mail destroyed, but a great deal more or less damaged. Clerks unhurt.

January 11, 1890.—Albuquerque and Los Angeles R. P. O., train No. 1, was wrecked near Ask Forks, Ariz., by spreading of the rails, and mail, postal, and express car left the track. Mails transferred, without loss or damage, to baggage-car of train No. 1, and forwarded to Los Angeles, Cal., and again transferred to postal car, arriving at Los Angeles, Cal., twenty-seven hours late. No clerks injured.

January 12, 1890.—Spokane Falls and Portland R. P. O., train No. 2, wrecked 2 miles west of Hot Springs, Wash., caused by a broken mail-car No. 132 badly wrecked and turned over on its side.

Some letter mail soiled by oil, but none lost or destroyed. Clerk unhurt. Delayed thirty hours.

January 13, 1890.—Switz City and Effingham R. P. O. train was wrecked three-fourths of a mile east of Effingham, Ill., caused by breaking of a trestle bridge. Tender of engine and mail apartment went down with the trestle, but as speed of train was under control, no serious damage resulted except to render mail-car temporarily unfit for service. No injury to clerk or loss or damage to mails.

January 17, 1890.—Chicago, Monon and Cincinnati R. P. O. train collided with rear end of accommodation train, No. 77, near Winton Place, Ohio, telescoping smoking and baggage apartment. The wreck took fire, burning the Winton Place express pouch for Cincinnati and entire contents; also the Wyoming express pouch, out of which thirty-five letters and two papers were saved. No injury to clerks.

January 18, 1890.—Albuquerque and Los-Angeles R. P. O., train No. 4, was wrecked at "Horse Curve," 4 miles east of Crookston, Ariz.; caused by spreading of rails. Postal car broke loose from its trucks and slid over an embankment, the forward end jamming itself into the ground, leaving the car standing at an angle of thirty degrees. Coals of fire fell from the stove upon the sacks, but were extinguished before any mails were damaged. Two empty sacks badly burned. Clerk F. W. Shotts slightly injured. Delayed twenty-three hours.

January 20, 1890.—Houston and Galveston R. P. O., train No. 6, was derailed at Eagle Grove (n. o.), Texas, and postal car rolled down an embankment and landed in a ditch filled with water. A small amount of mail was probably lost, and a considerable quantity was damaged by oil and water. Postal Clerk E. H. Sieling, jr., was considerably bruised, and incapacitated for duty several days.

January 22, 1890.—Grafton and Chicago R. P. O., train No. 5, ran into a freight train at Cambridge, Ohio, damaging postal car, No. 20, necessitating its being shopped at Newark, Ohio, for repairs. Mails transferred, without loss or damage, to car No. 194. No injury to clerks on duty.

January 22, 1890.—Harrisburg and Baltimore R. P. O., train No. 15, ran into an overhead coal chute which had blown down. The engine was badly wrecked. A part of roof of postal car was torn off, and the door torn from its hinges. No injury to clerk or loss or damage to mails.

January 22, 1890.—Washington and Huntington R. P. O., train No. 3, was derailed near Hinton, W. Va., badly damaging mail apartment. Mails transferred without loss or damage. Clerk uninjured.

January 22, 1890.—Knobel and Helena R. P. O.; postal car, No. 412, was destroyed by fire at Knobel, Ark., and the following mails consumed: Two pouches of letters and five tie-sacks of paper mail from train No. 751, St. Louis and Texarkana R. P. O.; also the return paper mail, consisting mostly of Memphis, Tenn., weekly papers and mail from the Knobel, Ark., post-office; one registered package from Iuka to Paragould, Ark., No. 12, and three registered packages from Harrisburgh, Ark.—one to Helena, Ark., one to Little Rock, Ark., and one to Fort Smith, Ark. The postal clerk, C. W. Stedman, who was in charge of this car, was absent at the time obeying instructions to meet train No. 756, of the St. Louis and Texarkana R. P. O., in order to receipt for registered packages; and it is presumed the fire originated from the explosion of a lamp.

January 23, 1890.—Omaha and Kansas City R. P. O., train No. 4, was run into at the Santa Fé crossing, Union Depot, Atchison, Kans., by train No. 104, Atchison and Topeka R. P. O., through failure of air

brakes. Engine of the latter line struck postal car of the former near the center, turning it over on side and badly damaging it. Clerks M. P. Pease and George M. Baird, were on duty. Pease escaped injury. Baird was cut on the leg, but after wound was dressed resumed duty. No mails lost or damaged.

January 26, 1890.—Kansas City and Joplin R. P. O., train No. 302, was wrecked 4 miles north of Rich Hill, Mo., caused by spreading of rails. The postal car was badly wrecked; engine, mail, and baggage cars having been thrown down a steep embankment. No mail lost, but about 300 letters were soaked with oil. Clerks J. H. McQuaid and P. J. Meany were slightly injured.

January 26, 1890.—Denver and Ogden R. P. O., train No. 2, was wrecked at Monument, Colo., by a wind storm. When the train left Colorado Springs the wind was blowing with great force and several times threatened to derail the train. This put the clerks and train men on guard, and the lights and fires were extinguished. When Monument was reached the wind increased to such an extent that the entire train, except the engine, was blown from the track. The postal car was prevented from turning completely over by striking the depot platform. No injury to clerk or loss or damage to mails. Mails transferred to a special car and carried through to Denver the following morning.

January 27, 1890.—Denver and Leadville R. P. O., train No. 402, struck a huge boulder which had fallen on the track near Esterbrook, Colo. The force of the rebound threw the postal clerk, George E. Lester, against the letter case, bruising his head and closing one eye. Lester was incapacitated for duty seven days. No loss or damage to mails. Delayed six hours.

January 29, 1890.—Houston and Galveston R. P. O.'s, trains No. 5 and No. 12, collided at Highland Station (n. o.), Texas, derailing both engines. No injury to clerks or loss or damage to mails.

January 30, 1890.—Kansas City and Memphis R. P. O., train No. 4, collided with a train of the St. Louis, Iron Mountain and Southern Rwy., 1 mile west of Memphis, Tenn., crushing in one end of postal car. Mails transferred without loss or damage. Clerk unhurt.

January 31, 1890.—Sedalia and Devison R. P. O., train No. 1, collided with a freight train at Atoka, Ind. T. Both engines disabled, but no damage was done to postal car, mails, or clerks on duty.

February 2, 1890.—Cairo and Texarkana R. P. O., train No. 2, ran through an open switch at Brookland, Ark., and was derailed. No injury to clerk, car, or mails. Delayed six hours.

February 3, 1890.—Cairo and Texarkana R. P. O., train No. 1, was wrecked 2 miles south of Campbell, Mo., and entire train, except engine, was derailed. Postal car slightly damaged. No mail lost, but a few papers damaged by water. The postal clerk, ———, was knocked senseless and his right hand and shoulder bruised to such an extent as to incapacitate him for duty several days.

February 7, 1890.—Newton and Kiowa R. P. O., train No. 401, was wrecked 8 miles south of Wichita, Kans., caused by the burning of a bridge, of which the railroad officials were not advised; train precipitated into a ditch, completely demolishing two mail and two express cars. Clerks M. J. Davine and W. H. Graybill badly shaken up and considerably bruised, but not sufficient to incapacitate them for duty. Two sacks of paper mail were somewhat damaged by water and one registered package of stamps was damaged by oil. The other mails were saved in good condition.

February 7, 1890.—Cumberland and Pittsburgh R. P. O., train No. 5,

was wrecked between Confluence and Ohio Pyle by running against a snow bank. Mail-car was turned over down an embankment and badly wrecked. Considerable mail damaged by fire and water, and some entirely destroyed. Clerk T. H. Bittenger somewhat injured. Registered matter reported all saved.

February 7, 1890.—Council Bluffs and Kansas City R. P. O., train No. 1, while standing at local depot, Council Bluffs, was run into by Chicago and Omaha fast mail. The front end of mail-car was considerably injured. Clerk G. F. Gale considerably bruised, but not sufficiently to incapacitate him for duty. No damage to mails.

February 8, 1890.—Lynchburgh and Bristol R. P. O., train No. 3, wrecked near Glade Springs, Va. Six cars, postal-car, baggage, express, and first and second class cars, were destroyed. Accident supposed to have been due to the spreading of the rails on a reverse curve. One registered package and one registered case lost. Clerks Burton and Bocock badly injured.

February 8, 1890.—Elmira and Baltimore R. P. O., train No. 3, wrecked at a small station named Marsh Run, a short distance below New Cumberland, Pa., by colliding with a freight train, caused by a switch being left open. Postal-car No. 185 badly damaged. Clerks unhurt. No mail destroyed or damaged. Train delayed twelve hours.

February 10, 1890.—Asheville and Jarretts R. P. O., train No. 18, derailed 7 miles west of Bryson City, N. O. No mail lost or destroyed. Clerk unhurt.

February 10, 1890.—Murphy and Marietta R. P. O., train No. 2, derailed near Canton, Ga. The postal-car was badly damaged. Clerk H. H. Holt was slightly injured in the left shoulder. Mail somewhat damaged by oil. All mail recovered and forwarded to destination with about twelve hours delay.

February 11, 1890.—Bristol and Chattanooga R. P. O., train No. 3, wrecked near Jersey City, Tenn. Postal-car No. 285 was entirely demolished. No mail lost, but portion damaged by water. Clerks T. M. Montgomery and W. E. Ramsey bruised, but not seriously injured.

February 13, 1890.—Albuquerque and Los Angeles R. P. O., train No. 4, jumped the track near Victor, Cal., and turned over into the Mojave River. No mail lost, but one pouch of letter mail and about forty sacks of paper were soaked with water.

February 14, 1890.—Chicago and Louisville R. P. O. collided with freight train 3 miles north of Mitchell, Ind. Clerk C. L. Wright killed, and O. F. Morton, substitute, badly shocked and bruised. The combination mail, baggage, and express car was totally demolished and took fire from stove or lamps. One registered package was lost. Considerable of the ordinary mail was burned and most of the remainder badly torn and soiled.

February 17, 1890.—Newton, Kans., and Galveston, Tex., R. P. O., train No. 401, wrecked 6 miles south of Wichita, Kans. The engine, two mail, and two express cars went through a burning bridge. The road-master, who was on the engine at the time of the wreck, was killed. Several persons injured. Mail car demolished. Few letters and postal-cards lost, and considerable amount damaged by oil from lamps. Postal Clerk A. W. Jordan was slightly hurt, but not enough to disable him.

February 18, 1890.—Pueblo and Silverton R. P. O., train No. 107, wrecked 7 miles south of Amargo, N. Mex. The cause of the wreck was due to a sharp curve in the road, the engine making it safely; but the stock cars were loaded with horses, and the weight of the horses

being thrown to one side threw them from the track. Mail-car was badly damaged. No mail lost or injured. Substitute Clerk H. M. Todd was slightly bruised about the face and left shoulder.

February 20, 1890.—Asheville and Jarretts R. P. O., train No. 18, was derailed near Jarretts, N. C., and mail and baggage car thrown down an embankment 20 feet, striking a stump, which was driven through the mail apartment, badly damaging the same. Several pieces of mail were more or less saturated with oil and some few letters and several register receipt cards were lost.

February 22, 1890.—Commerce and Fort Worth, Tex., R. P. O., train No. 89, was derailed near Greenville, Tex., by freight-car in front of the mail apartment leaving the track. No damage to mail or car.

February 24, 1890.—Des Moines and Moberly R. P. O., train No. 3, wrecked at Cairo, Mo., by collision with a freight train. No part of the mails was lost or damaged.

February 27, 1890.—Des Moines and Cainesville R. P. O.; was derailed between Van Wert and Leslie, Iowa, overturning mail-car. Clerk F. P. Lorey slightly bruised, but not sufficient to incapacitate him for duty. No mail matter was lost or injured.

February 27, 1890.—Ogden and San Francisco R. P. O., train No. 49, burned at Blue Creek, Utah. About two hundred tie-sacks of paper mail and eight or ten pouches of letters were burned.

February 28, 1890.—Wallis Station and San Antonio, Tex., R. P. O., train No. 1, was derailed near Sublime, Tex. The engine and mail-car turned over. Letters badly scattered and a few damaged by oil from the lamps. None lost. Mail car slightly damaged. Train delayed twelve hours.

February 28, 1890.—Chicago and Louisville R. P. O., train No. 6, derailed near Putnamville, Ind. Postal-car No. 2 was wrecked. No mails lost or damaged. Delayed eleven hours.

March 2, 1890.—Burlington and Council Bluffs R. P. O., train No. 7, car 908 was set on fire by explosion of heater at Mount Pleasant, Iowa. Between seventy-five and one hundred letters were burned by hot coals from stove.

March 3, 1890.—Chicago and Burlington R. P. O., train No. 8, ran into train No. 3, Chicago and St. Louis line, at C. and A. R. R. crossing. Forward end of mail-car was badly damaged by the accident, but no injury was done to clerks or mail.

March 5, 1890.—Omaha and Ogden R. P. O., train No. 3, was wrecked between Lookout and Rock Creek, Wyo., caused by rails of one side of track overturning. Mail cars were overturned, but no injury to clerks or to the mails resulted. Delayed thirty one hours.

March 5, 1890.—Colorado Springs and New Castle R. P. O. was wrecked one half mile east of Leadville by the spreading of the rails, throwing the front trucks of the mail-car off the track, damaging the car considerably. Mail was all saved in good condition, and the clerk on duty, W. A. Ramplin, sustained no injuries.

March 5, 1890.—Denver and Leadville R. P. O., train No. 401, became snow-bound in a deep cut about 4 miles east of Wheeler, and before the train could be extricated a snow-slide came down the mountain and caught the apartment, mail, and baggage car, crushing it very badly and burying Postal Clerk G. E. Roberts and the baggageman in snow 5 or 6 feet deep. It was some time before they could be gotten out. The mail was all saved and taken to Leadville on the following day.

March 5, 1890.—Memphis and Rolling Fork R. P. O., train No. 9, was

wrecked 2½ miles north of Hampton, Miss., and the mail-car was badly demolished. No mail was lost or destroyed. Delay, twenty-four hours.

March 6, 1890.—Sheffield and Jasper R. P. O., train No. 1, collided with a freight train at Isbell, Ala., and the mail-car was badly damaged. No mails were lost or destroyed.

March 9, 1890.—Sedalia and Denison R. P. O., train No. 3, was wrecked while crossing a switch at Fort Scott, Kans. The engine left the track and the postal-car was thrown against it with such force that it caved in the entire end of the car, rendering it unfit for further use. No damage to mail. Clerks uninjured.

March 13, 1890.—Grafton and Chicago R. P. O., train No. 5, ran into a large rock which had fallen on the track. The engine, tender, and 60-foot postal-car No. 17 were derailed. All letters were thrown out of letter case and soiled by oil and broken glass, but no mail was lost or destroyed.

March 16, 1890.—Jacksonville and Pensacola R. P. O., train No. 40, caught fire from a lamp, and several papers for Milton, Fla., Flomaton and Pensacola R. P. O., and De Funiak Springs, were burned. Two or three sacks of paper mail was damaged slightly by water in putting out the fire. No letter or first-class mail was injured or destroyed.

March 17, 1890.—Lebanon and Greensburgh R. P. O., train No. 78, was wrecked 1 mile north of Phillipsburgh, Ky. Mail apartment car No. 103 was badly shattered. The stove was thrown on the mail, which had been knocked out of the case, setting it on fire. Most of the letter mail was destroyed and the remainder badly damaged.

March 18, 1890.—Chicago and Winona R. P. O., train No. 4, collided with train No. 5 at La Valle, Wis.; throwing the smoking-car on No. 4 down a bank into the river, and telescoping one coach and one sleeper, injuring several passengers. The mail-car had passed the switch before the train was struck and escaped injury. No mail lost or damaged and clerks unharmed.

March 22, 1890.—Kansas City and Denver R. P. O., train No. 205, was wrecked at Terra Cotta, Kans. The wreck was caused by a defective switch. The postal-car and the four cars following were thrown into a ditch, completely demolishing the postal-car. No mail was lost, but a portion of the letter mail was damaged by dirt and water. The clerk in charge, L. W. Tumans, received slight injuries to left shoulder and back.

March 23, 1890.—Pueblo and Silverton R. P. O., train No. 50, caught fire 7 miles west of Walsenburgh, and was entirely consumed. Eighteen sacks of papers for various points in Colorado and New Mexico were burned. There were also forty or fifty letters in the case, eight or ten empty pouches, ten or twelve canvas sacks, and about twelve mail locks burned. No registered mails injured.

March 24, 1890.—Huntington and Portland R. P. O., train No. 3, collided with freight 44 at Barn Hardt, Oregon. The mail-car and mails were not damaged; neither was the clerk. Train No. 3 was delayed four hours.

March 25, 1890.—Helena and Spokane Falls R. P. O., train No. 2, was wrecked by some defect in the track, 4 miles east of Heron, Mont. The mail-car and several other cars were thrown from the track. The mail-car turned over once or twice, and the clerk, Albert Crockett, escaped through a break in the roof. Crockett was badly bruised, being struck on the hand, arm, shoulder, and head. The mail-car was totally destroyed by fire, as were seven other cars. The mail was all destroyed, excepting a few badly burned letters. Express messenger killed and burned up; five passengers injured.

March 27, 1890.—Nashville and St. Louis R. P. O., train No. 54, postal-car No. 5 was wrecked near Kelly, Christian County, Ky. Train ran into tree across track. Windows and doors broken and side of car next to tree broken. No mail damaged or clerks injured. Delayed twelve hours.

March 28, 1890.—Kane and Callery R. P. O. was derailed at Tylersburgh, Pa., the engine and mail car-leaving the track. No injury to the clerk or mails.

March 30, 1890.—Cairo and New Orleans R. P. O., train No. 1, collided with freight train at a point a half mile south of Jackson, Miss. Both engines were demolished; mail-car slightly damaged; clerks were uninjured; no mails were damaged or lost, but were delayed about five hours.

April 1, 1890.—Denver and Ogden R. P. O., train No. 1, was wrecked 1 mile south of Palmer Lake, Colo., by the engine and mail-car jumping the track. No mails were lost or damaged, and the clerk on duty, G. N. Berghardt, was uninjured. The train was delayed eleven hours.

April 3, 1890.—Grafton and Chicago R. P. O., train No. 6, ran into a land-slide at Lamira, Belmont County, Ohio. Clerk F. D. Culp was thrown violently against the pouch-rack and injured so badly that he had to be sent home. He was hurt in shoulder and arm and severely shocked. Car nor mail injured. Delayed five hours.

April 4, 1890.—Cincinnati and St. Louis R. P. O., train No. 1, was wrecked at Huron, Ind. The axle on the tender turned over, breaking draw-bar of postal-car No. 25 and knocking the trucks out of shape. No mail or clerks injured.

April 4, 1890.—St. Louis and Council Bluffs R. P. O., train No. 8, was wrecked 1 mile west of St. Charles. The wreck was caused by the postal car jumping the track. Clerk W. T. Sloop was badly injured, having his left leg broken in two places. Clerk J. S. Cupp had his hand badly lacerated and also received a scalp wound. Clerks H. C. Smith and D. L. Zwart sustained some slight cuts and bruises. The Postal car took fire after turning over, but it was extinguished without doing much damage, about half a sack of paper mail all told being burned.

April 8, 1890.—Hutchinson and Kinsley R. P. O., train No. 342, ran into a drift of sand. The engine and one freight-car were totally demolished, and the front end of the combination mail and baggage car was damaged to a considerable extent. Clerk W. S. Starr was thrown against the stove and somewhat bruised, but not injured so as to incapacitate him for duty. No mails lost or damaged.

April 8, 1890.—St. Joseph and Colorado Springs R. P. O., train No. 16, was wrecked about 10 miles west of Limon Station, Colo. The engine and mail apartment were derailed, the former badly wrecked and the latter somewhat damaged. The clerk escaped uninjured, but Mail Weigher H. E. Hadington was badly shaken up and his right leg somewhat injured. No mail lost or damaged. Delayed five hours.

April 8, 1890.—Tyler and Lufkin, Tex., R. P. O., train No. 101, was wrecked near Alto, Tex., caused by a broken truck under the tender. Mail-car derailed and thrown against a large stump, which partially crushed in the baggage end of the car. No mail lost or damaged. Train delayed about eight hours.

April 11, 1890.—St. Paul and Mitchell R. P. O., train No. 2, when near Bright, S. Dak., collided with freight-car, disabling and wrecking the mail-car. No mail lost or damaged. Clerk uninjured.

April 15, 1890.—Cameron and Atchison R. P. O., train No. 63, ran into

an open switch soon after leaving Cameron, derailing the combination mail and baggage car and the engine, delaying the train one hour and forty minutes. No damage to mail or car and the clerk sustained no injuries.

April 16, 1890.—Denver and Ogden R. P. O., train No. 2, was wrecked about 3 miles east of Provo City, Utah. The postal-car was turned over and caught fire. A half dozen canvas sacks were burned, and a dozen pieces of mail matter, including both letters and papers, were slightly damaged by oil and water. Delayed thirteen hours.

April 21, 1890.—Cairo and Texarkana R. P. O., train No. 2, was wrecked near East Prairie, Mo., by a defective switch. Mail-car turned over, but not damaged. Some mail slightly damaged by oil and water. None lost. Clerk uninjured. Delayed six hours.

April 21, 1890.—Elba and Rocky Mount R. P. O., train 149, was derailed 16 miles east of Rocky Mount, Va. The apartment car was considerably damaged and the mail soiled by dirt and oil. No mail was lost. Clerk uninjured.

April 21, 1890.—Philadelphia and Port Deposit R. P. O., train No. 33, collided with freight train east of Lincoln University. No damage to mail-car or mails. Postal clerk uninjured. Delayed ten hours.

April 25, 1890.—Denver, Colorado and Fort Worth, Tex., R. P. O., train No. 1, was derailed near Trinidad, Colo. Three coaches left the track. No damage to mail car or mails. Postal clerk uninjured. Train delayed twenty-eight hours.

April 29, 1890.—Jefferson and McKinney, Tex., R. P. O., train No. 87, was wrecked near Farmersville, Tex., by a broken bridge. No damage to mail or mail car. Postal clerk uninjured. Train delayed five hours.

April 30, 1890.—Knobel and Helena, Ark., R. P. O., train No. 765, was wrecked near Bethel, Ark., by running over a bull. Mail car derailed, and damaged to a considerable extent. No mail lost or damaged. Postal clerk uninjured. Train delayed eight hours.

April 30, 1890.—Wilmington and Rutherfordton R. P. O., train No. 41, was wrecked near Cronly, N. C., by the breaking of the wheel under the apartment car. No mail was lost or destroyed. J. Y. Weddington, the clerk on duty at the time, escaped without serious injury.

May 4, 1890.—Palestine and Galveston, Tex., R. P. O., train No. 5 was derailed near Willis, Tex. The mail car was turned over, but not badly damaged. No mail lost or injured. Clerk uninjured. Delayed about thirteen hours.

May 9, 1890.—St. Louis and Burrton R. P. O., train No. 4, was wrecked at Swedeborg, Mo., by running into some freight cars which had been blown from the switch on to the main track. The engine and postal car were thrown down a 6-foot embankment. Some of the mail was injured by oil and water. Clerks uninjured. Delayed eleven hours.

May 9, 1890.—Denison and Taylor, Tex., R. P. O., train No. 4, was wrecked near Holland, Tex., by running into an open switch and colliding with some flat cars. Clerk H. E. Pierce slightly bruised. No damage to mail car or mail. Delayed eleven hours and thirty minutes.

May 11, 1890.—Omaha and Ogden R. P. O., train No. 3, was derailed $2\frac{1}{2}$ miles east of Evanston, Wyo., the accident being caused by a broken rail. The train was being drawn by two engines. The engineer of the second engine was killed by his engine overturning and pinning him to the ground. No mail was lost or damaged beyond the soiling of a few pieces by oil from car lamps. Clerk R. Lafontaine was more or less severely bruised. Delayed eleven hours.

May 13, 1890.—Ogden and San Francisco R. P. O., train No. 4, was derailed 6 miles east of Suisun, Contra Costa County, Cal., caused by the air-drum of the locomotive falling to the ground. The mail car, storage car, baggage, express, and several coaches left the track. The mail car was completely wrecked. Clerks escaped with few bruises. No mail was lost or damaged. Delayed nineteen hours and forty-five minutes.

May 16, 1890.—Huntington and Portland R. P. O., train No. 4, was wrecked 10 miles west of The Dalles, Oregon, by sand on the track. The mail car was badly demolished. No mail was lost or damaged, except a few letters by oil from the lamps. The clerks were uninjured. Delayed nine hours.

May 16, 1890.—Cape Girardeau and Hunter R. P. O. was derailed 2 miles east of Taskee Station, damaging the mail car so that mail had to be transferred to smoking apartment of a passenger coach. Clerks uninjured.

May 17, 1890.—Baltimore and Grafton R. P. O., train No. 10, was wrecked at Tuscarora Station, 40 miles west of Washington, D. C., by colliding with a freight train. The postal car was badly wrecked by telescoping with freight car in front. Clerk Mobley was injured to such an extent, by scalp wound and bruise of left arm, as to incapacitate him for duty. No loss or damage to mails.

May 20, 1890.—Colorado Springs and New Castle R. P. O. ran off a switch at Arkansas Junction. Train was delayed three hours. No injury to either the clerk or mails.

May 24, 1890.—Atlanta, Macon and Montgomery R. P. O., train No. 6, was wrecked 2 miles west of Union Springs, Ala., caused by axle breaking under the tender. Mail car left the track and rolled down the embankment, and was seriously damaged. No mail was lost, damaged, or destroyed. Clerk J. L. Wells was injured in the chest, back, and foot.

May 19, 1890.—Chicago and Kansas City R. P. O., train No. 4, ran into an open switch at Liberty, Mo., the train collided with O. R. I. and P. train, No. 5, damaging mail car and rendering it unfit for service. No loss or damage to mails. Clerk uninjured.

May 21, 1890.—Des Moines and Keokuk R. P. O., train No. 53, was derailed 4 miles south of Ottumwa, Iowa, caused by the breaking of an axle on engine tender. No mail damaged or destroyed. Clerk uninjured.

May 23, 1890.—Cedar Rapids and Council Bluffs R. P. O., train No. 3, collided with express train at Logan, Iowa. Clerk E. McKean was thrown violently across the car, landing on a chair on his back, and was severely injured. No loss or damage to mails.

May 25, 1890.—Bristol and Chattanooga R. P. O., train No. 3, collided with freight train near MacDonald Station, Tenn., completely demolishing the postal car. Clerk J. J. Gibbs had his left leg broken, his arm badly bruised, and also received a severe scalp wound. Acting Clerk J. H. Schroeder was severely bruised and received several bad scalp wounds; also injured internally. The mail was considerably scattered and a portion soiled and slightly damaged by oil and water. No mail lost or destroyed.

May 25, 1890.—Cape Girardeau and Hunter R. P. O., train No. 5, collided with freight train 2 miles west of Chaonia, Mo. No mail was damaged and postal clerk was not injured.

May 26, 1890.—Florence and Augusta R. P. O., train No. 51, was wrecked about 15 miles east of Columbia, S. C. The mail car went over the embankment and was badly broken up. The mail was spilled from

the boxes, and as the car was immediately flooded with water it became badly damaged. Clerk J. M. Malpass escaped without serious injury. Seven pieces of mail, the addresses on which had become destroyed, were forwarded to the Dead Letter Office.

May 28, 1890.—Huntington and Portland R. P. O., train No. 3, was wrecked by sand on the track, 1 mile west of The Dalles, Oregon. Mail and baggage cars were completely demolished and considerable mail damaged. Mail weigher M. M. Block was seriously injured. Clerk E. G. Wetzler escaped with few bruises.

June 2, 1890.—St. Joseph and Colorado Springs R. P. O., train No. 13, was derailed and thrown into a ditch at Horton, Kans., caused by a misplaced switch. Mail car was damaged so that the mail had to be transferred to another car. No damage to mail or injury to clerk.

June 2, 1890.—Boston, Springfield and New York R. P. O., while running near New Rochelle, N. Y., left the rail. No mail lost or destroyed. Clerks uninjured.

June 4.—Knobel and Helena, Ark., R. P. O., train No. 766, was wrecked near Harrisburgh, Ark., by running over an ox. Mail car was turned over and badly damaged. Some mail slightly damaged by water. None lost. Clerk bruised, but not disabled. Delayed twelve hours.

June 4.—Texarkana, Ark., and Laredo, Tex., R. P. O., train No. 1, was derailed at Jacksonville, Tex., by running into an open switch. Engine, express, and mail cars left the track. No damage to mail or car. Clerk uninjured. Delayed four hours and thirty minutes.

June 6.—Chicago, Freeport and Dubuque R. P. O. was derailed 3 miles west of Rockford, Ill.

June 7, 1890.—Butler and Madison R. P. O., train No. 343, was wrecked at Feely, Mo., one-half mile from Monteith, Mo. The mail apartment car was considerably damaged. No damage to mail. Clerk uninjured.

June 8, 1890.—Kansas City, Salina and Pueblo R. P. O., train No. 202, was run into by a freight train at Scott, Kans. No damage to mails or injury to clerk. Train delayed three hours.

June 8, 1890.—Albuquerque and Los Angeles R. P. O., train No. 4, was wrecked at Bagdad (n. o.), Cal., by running through an open switch. Mail car was badly wrecked and clerk Thos. Hambrook bruised about the head and legs. No mail lost or seriously damaged. Delayed seven hours and forty-five minutes.

June 9, 1890.—Bremond and Albany, Tex., R. P. O., train No. 33, was wrecked one-half mile west of Bremond, Tex., by running into an open switch. The engine and two freight cars were derailed. No damage to mail or mail car. Clerk uninjured. Train delayed about nineteen and one-half hours. After leaving the track the engine overturned and engineer was killed. No mail lost or destroyed, although some letters were more or less injured by oil from car lamps. Clerks escaped with a few bruises and a severe shaking up.

June 10.—Houston and El Paso, Tex., R. P. O., train No. 17, was wrecked at Cut Off, Tex., by a defective switch. Mail scattered over the car, but none lost or damaged. Clerk uninjured. Delayed eight hours.

June 10.—St. Louis and Paducah R. P. O., train No. 20, while crossing the Illinois Central track 1 mile north of Carbondale, Ill., was run into by a train on the Grand Tower and Carbondale R. R., the locomotive striking the mail car about the center, completely demolishing the same, as well as the smoking-car. The mail was all saved. Clerk E.

E. Owen sustained a bad scalp wound, and his arm and legs were slightly bruised.

June 11.—Oelwein and Des Moines R. P. O., train No. 3, was run into by a freight train between Berwick and Bondurant, Iowa, while standing. The tank of passenger engine was driven into mail car, flooding the car with water. No mail was lost, but some registered matter and a small amount of paper mail was slightly injured by water. Clerk uninjured.

June 11.—Texarkana, Arkansas and Gatesville, Tex., R. P. O., train No. 1, was wrecked near Texarkana, Ark., by robbers who misplaced a switch in order to run the train off the track. The platform at one end of the mail apartment was torn off, and a man who was riding there was killed. Express car robbed, and express messenger shot through the hand. Mail apartment not entered. No mail lost or damaged. Clerk uninjured. Train delayed nine hours.

June 14.—St. Joseph and Caldwell R. P. O., train No. 2, collided with an engine between Topeka and Shooey, Kans., smashing in the front of the mail-car. No mails were damaged or lost. Clerk L. F. Slayton received but a slight bruise. Delayed forty minutes.

June 15.—Kansas City and Memphis R. P. O., train No. 3, was wrecked on the river incline at Memphis, Tenn. No damage to mail or injury to clerk.

June 15.—Henrietta and Dallas, Tex., R. P. O. was wrecked at Nacona, Tex., by a special train running into the rear coach. Three passengers badly hurt. No damage to mail or mail car. Clerk uninjured. Delayed three hours.

June 18.—Denver and Aspen R. P. O., train No. 3, collided with a freight train near Parkdale, Colo. No damage to mails or injury to clerk. Delayed three hours.

June 20.—Sanford and St. Petersburg R. P. O., ran over a cow 12 miles north of Tarpon Springs, Fla., derailing the train. The engineer was killed. Postal car turned over down an embankment, but no mail was lost or destroyed. Postal Clerk R. D. Millholland received painful bruises in the knee joint, incapacitating for duty thirty days.

June 22.—St. Louis and Council Bluffs, R. P. O., train No. 7, was wrecked one mile east of Silver City, Iowa. The mail car was turned over and badly damaged. The clerks were shaken up considerably, but not injured. The mail was not damaged. Delayed five hours and thirty minutes.

June 23.—Pottsville and Philadelphia R. P. O., train No. 2, was wrecked below Tuckerton, Pa. The mail car was completely demolished. No damage to the mails. Clerk C. F. Snell was injured to such an extent as to incapacitate him for two days. Clerk Dan'l Henis was also incapacitated by injuries for seven days.

June 25.—Cincinnati and Chattanooga R. P. O., train No. 5, was wrecked at Williamstown, Ky., by a cow, which was thrown against the switch, knocking it down and derailing the train. Postal car was thrown into a ditch, smashing in the end and sides. No mail lost or damaged. Clerk uninjured. Delayed eight and one-half hours.

June 28.—Kansas City and Joplin R. P. O., train No. 302, was wrecked about 5 miles north of Nevada, Mo. Clerk McQuaide had his knee and ankle sprained. No mails were lost or damaged.

June 29.—Albuquerque and Los Angeles R. P. O., train No. 2, baggage car No. 660 was burned about 1 mile west of Holbrook, Ariz. Two ponches and two tie-sacks of mail were totally destroyed.

June 29.—Cape Girardeau and Hunter R. P. O., train No. 5, was de-

railed $2\frac{1}{2}$ miles east of Delta (n. o.), Mo. No mail lost or damaged and no injury to clerk.

June 30.—Independence and Cedar Vale R. P. O., train No. 262, was wrecked between Peru and Niotze, Kans., the engine having been thrown from the track by running over two cows. No mail lost or damaged. Clerk uninjured. Delayed seven hours.

Recapitulation of casualties in the Railway Mail Service from 1875 to 1890.

Year ended June 30—	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875.....	2,238	(*)	1	(*)	(*)
1876.....	2,415	(*)	1	(-)	(*)
1877.....	2,500	27	2	10	4
1878.....	2,608	36	2	15	3
1879.....	2,609	35	3	14	13
1880.....	2,946	26	—	14	15
1881.....	3,177	62	7	15	22
1882.....	3,570	83	8	16	20
1883.....	3,855	114	1	35	42
1884.....	3,963	154	7	28	60
1885.....	4,387	102	2	35	65
1886.....	4,573	211	—	56	60
1887.....	4,851	244	5	45	72
1888.....	5,094	248	4	63	45
1889.....	5,448	198	10	95	40
1890.....	5,836	261	4	41	53

* Not reported.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1890.

REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 30, 1890.

SIR: I have the honor to submit the following report, with accompanying papers, showing the operations of this office during the fiscal year ending June 30, 1890:

FINANCIAL OPERATIONS OF THE POSTAL SERVICE.

It has been usual, before presenting the financial statement for the fiscal year on account of which the report of this office is made, to restate the account of the two preceding years. The reason for this is that a considerable indebtedness remains at the close of the year, the amount of which can only be approximated upon the best available data. This indebtedness is satisfied in by far the greater part, if not in whole, within the ensuing two years, during which time the appropriations remain available for the purpose before being finally covered into the Treasury. In the new statement, therefore, actual payments take the place of estimated liabilities shown in previous statements. Following this custom, the accounts for the years 1888 and 1889 are restated as follows:

FISCAL YEAR ENDING JUNE 30, 1888.

REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money	\$61,903.40
(b) Box-rents	2,173,284.05
(c) Fines and penalties	19,583.76
(d) Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards	49,544,272.72
(e) Dead-letters	9,117.72
(f) Miscellaneous	88,697.31
Total ordinary postal revenue	\$51,896,858.96
2. Receipts from money-order business	798,317.83
Makes gross revenue collected	52,695,176.79

EXPENDITURES AND LIABILITIES.

Expenditures:

1. Amount expended from July 1, 1887, to September 30, 1888.....	\$55,795,357.84
2. Amount expended from October 1, 1888, to September 30, 1889.....	490,073.70
3. Amount expended from October 1, 1889, to September 30, 1890.....	38,823.47

Total amount paid out of appropriations from July 1, 1887, to September 30, 1890, on account of the service of the year ending June 30, 1888..... \$56,324,255.01

Liabilities:

1. Estimated amount of unpaid indebtedness remaining on September 30, 1890, on account of the service of the year ending June 30, 1888.....	1,603.66
2. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company not certified to the Secretary of the Treasury under decision of the Supreme Court and remaining unpaid for want of appropriation.....	308,504.55
3. Amount chargeable for mail transportation on Sioux City and Pacific Railroad not included in amount certified to the Secretary of the Treasury and payment for which is suspended by the Treasury Department.....	12,199.17
	<u>322,307.38</u>

Total amount of expenditures and liabilities for the service of the year..... 56,646,562.39

Leaves deficiency in postal revenue..... 3,951,385.60

COST OF POSTAL SERVICE FOR 1888.

The amounts certified to the Secretary of the Treasury for mail transportation on the several Pacific railroads, though by law not payable out of nor chargeable against the appropriations made by Congress for the postal service, should properly be included in ascertaining the cost of the service. The total cost for the year ending June 30, 1888, will therefore appear as follows:

Amount of expenditures and liabilities shown in the foregoing statement..... \$56,646,562.39

Amount certified to the Secretary of the Treasury for credit to the Pacific railroad companies for mail transportation:

From July 1, 1887, to September 30, 1888.....	\$1,240,600.83
From October 1, 1888, to September 30, 1889.....	1,507.20

Total amount certified..... 1,242,108.03

Gives total cost of service..... 57,888,670.42

Deduct amount of gross revenue as above..... 52,695,176.79

Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1888..... 5,193,493.66

As compared to the previous year there was an increase of \$14,784.07, or 6 per cent., in revenue from box-rents; of \$150.20, or 0.7 per cent., from fines and penalties; and of \$3,873,288.88, or 8.4 per cent., from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal cards, making a total increase of \$3,888,223.15. There was a decrease of \$31,874.47, or 3.9 per cent., in letter postage paid in money; of \$1,858.63, or 16.9 per cent., in the income from dead letters; and of \$75,905.03, or 46.1 per cent., in miscellaneous receipts, making a total

decrease of \$109,638.13. The net increase of postal revenue by items was \$3,778,585.02, or 7.8 per cent., over the postal revenue for 1887. The receipts from money-order business showed an increase of \$78,982.38, or 10.9 per cent. The total increase of revenue was \$3,857,567.40.

The increase of expenditures and liabilities was \$3,529,888.72, or 6.6 per cent., over those of the previous year. The increase in the total cost of the service (including amount certified to the Secretary of the Treasury), was \$3,573,476.92, or 6.5 per cent.

The deficiency of revenue required from the Treasury to meet the expenditures was \$3,951,385.60, being equal to 6.9 per cent. of the total expenditures and liabilities. The total cost of the service (including amounts certified for Pacific railroads) was \$5,193,493.63, or 9.8 per cent., in excess of the gross revenue.

FISCAL YEAR ENDING JUNE 30, 1889.

REVENUE.

1. Ordinary postal revenue:	
(a) Letter-postage paid in money	\$176,612.28
(b) Box-rents	2,188,578.98
(c) Fines and penalties	19,900.20
(d) Postage-stamps, stamped envelopes, newspaper wrappers, and postal cards	52,953,101.83
(e) Dead-letters	12,722.33
(f) Miscellaneous	36,890.70
Total ordinary postal revenue	\$55,387,806.37
2. Receipts from money-order business	787,804.81
Gross revenue	56,175,611.18
Less amount charged to bad debts, compromise, and suspense cases...	27,596.26
Leaves total revenue	56,148,014.92

EXPENDITURES AND LIABILITIES.

Expenditures:

1. Amount expended from July 1, 1888, to September 30, 1889
2. Amount expended from October 1, 1889, to September 30, 1890

Liabilities:

1. Actual amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of mails by railroads
2. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1890, on account of the service of the year ending June 30, 1889
3. Amount chargeable for transportation on the non-saided lines of the Central Pacific Railroad Company not certified to the Secretary of the Treasury, under decision of the Supreme Court, and remaining unpaid for want of appropriation...
4. Amount chargeable for mail transportation on Sioux City and Pacific Railroad not included in amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department

Total amount of expenditures and liabilities for the service of the year

Leaves deficiency in postal revenue

COST OF POSTAL SERVICE FOR 1889.

The estimated total cost of the postal service for the year ending June 30, 1889, including amounts certified to the Secretary of the

Treasury for mail transportation on the Pacific railroads, and not chargeable to the appropriations, will appear from the following:

Amount of expenditures and estimated liabilities as shown in the foregoing statement.....	\$62,555,447.78
Amount certified to the Secretary of the Treasury for credit to the Pacific railroad companies for mail transportation:	
From July 1, 1888, to September 30, 1889.....	\$1,253,673.33
From October 1, 1889, to September 30, 1890.....	578.13
Total amount certified.....	1,254,251.46
Gives total estimated cost of service.....	63,809,699.24
Deduct amount of net revenue as above.....	56,148,014.92

Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1889.....	7,661,684.32
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As compared to the year ending June 30, 1888, there was an increase of \$114,708.88, or 185.3 per cent., in letter postage paid in money; of \$15,294.93, or 0.7 per cent., in box-rents; of \$316.44, or 1.6 per cent., in the amount received from fines and penalties; of \$3,408,829.11, or 6.8 per cent., in the amount received from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards; and of \$3,604.66, or 39.5 per cent., from dead letters; making a total of \$3,542,754.02. There was a decrease of \$51,806.61, or 58.4 per cent., in miscellaneous receipts, leaving the net increase of postal revenue at \$3,490,947.41, or 6.7 per cent., over the postal revenue for 1888. The receipts from money-order business showed a decrease of \$10,513.02, or 1.3 per cent., as compared to the previous year.

The gross revenue of the year (\$56,175,611.18) was reduced in the sum of \$27,596.26 through the adjustment of bad debts, compromise, and suspense accounts, leaving a balance of net revenue of \$56,148,014.92. This was an increase of \$3,452,838.13, or 6.6 per cent., over the revenue for the year ending June 30, 1888.

The increase of expenditures and estimated liabilities was \$5,908,885.39, or 10.4 per cent., over those of the previous year. The increase in the estimated total cost of the service (including certifications to the Secretary of the Treasury for transportation on the Pacific railroads) was \$5,921,028.82, or 10.2 per cent., over that of the previous year.

The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$6,407,432.86, being equivalent to 10.2 per cent. of the total expenditures and estimated liabilities. The total estimated cost of the service (including amount certified on account of Pacific railroads) was \$7,661,684.32, or 13.6 per cent., in excess of the net revenue.

FISCAL YEAR ENDING JUNE 30, 1890.

REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money.....	\$108,725.41
(b) Box-rents.....	2,257,505.70
(c) Fines and penalties.....	6,810.26
(d) Postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards.....	57,651,724.58
(e) Dead letters.....	12,310.73
(f) Miscellaneous.....	20,801.00
Total ordinary postal revenue.....	\$60,057,877.68
2. Receipts from money-order business.....	824,220.24
Gross revenue.....	60,882,097.92
Less amount charged to bad debts, compromise, and suspense cases.....	23,314.52
Leaves as total net revenue.....	60,858,783.40

EXPENDITURES AND LIABILITIES.

Expenditures:

Amount expended from July 1, 1889, to September 30, 1890 \$65,930,717.11

Liabilities:

1. Estimated amount of unpaid indebtedness for various objects remaining on September 30, 1890, on account of the service of the year \$305,096.39
 2. Estimated amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of the mails by railroad.. 76,512.40
 3. Amount chargeable for transportation on the non-aided lines of the Central Pacific Railroad Company, not certified to the Secretary of the Treasury under decision of the Supreme Court and remaining unpaid for want of appropriation..... 320,529.07
 4. Amount chargeable for mail transportation on Sioux City and Pacific Railroad, not included in the amount certified to the Secretary of the Treasury, and payment for which is suspended by the Treasury Department 12,228.83
- 714,366.69

Total amount of expenditures and liabilities for the service of the year 66,645,083.40

Leaves deficiency in postal revenue..... 5,786,300.40

COST OF POSTAL SERVICE FOR 1890.

The estimated total cost of the service for the year ending June 30, 1890, including amount certified to the Secretary of the Treasury for transportation of the mails on the Pacific railroads and not chargeable to the appropriations, will appear as follows:

Amount of expenditures and estimated liabilities as shown in the foregoing statement.....	\$66,645,083.80
Amount certified to the Secretary of the Treasury for credit to the Pacific railroad companies for mail transportation.....	1,207,401.80
Gives total estimated cost of service	67,852,485.60
Deduct amount of net revenue, as above.....	60,858,783.40

Leaves excess of cost of the postal service over amount of postal revenue for year ending June 30, 1890	6,993,702.20
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As compared to the year ending June 30, 1889, there was an increase of \$68,926.72, or 3.1 per cent., in box-rents; and of \$4,698,622.75, or 8.8 per cent., in the amount received from the sale of postage-stamps, stamped envelopes, newspaper wrappers, and postal-cards, making a total of \$4,767,549.47. There was a decrease of \$67,886.87, or 38.4 per cent., in letter postage paid in money; of \$13,089.94, or 65.7 per cent., in the amount received from fines and penalties; of \$411.65, or 3.2 per cent., in the income from dead letters; and of \$16,089.70, or 43.6 per cent., in miscellaneous receipts, making a total of \$97,478.16, and leaving the net increase \$4,670,071.31, or 8.4 per cent., over the postal revenue for 1889. The receipts from money-order business showed an increase of \$36,415.43, or 4.6 per cent., as compared with the business of the previous year.

The gross revenue of the year, \$60,882,007.92, was reduced in the

sum of \$23,314.52 through the adjustment of bad debts, compromise, and suspense accounts, leaving the total revenue \$60,858,783.40. This was an increase of \$4,710,768.48, or 8.37 per cent., over the net revenue for the year ending June 30, 1889, as against an increase of 6.7 per cent. for the year ending June 30, 1889, over the preceding year. The increase of expenditures and estimated liabilities was \$4,089,636.02, or 6.5 per cent., over those of the previous year. The increase of revenue was \$621,132.46 more than the increase of expenditures for the year. The increase in the estimated total cost of the service, including amount certified to the Secretary of the Treasury for transportation of the mails on the Pacific railroads, was \$4,042,786.36, or 6.3 per cent., over that of the year ending June 30, 1889. The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$5,786,300.40, being equal to 8.6 per cent. of the total expenditures and estimated liabilities for the year. As compared to the previous year, the deficiency of revenue to be supplied from the Treasury was reduced in the sum of \$621,132.46, to correspond with the excess in the increase of revenue over that of expenditures. The total cost of the service, including amount certified on account of the Pacific railroads, was \$6,993,702.20, or 11.4 per cent., in excess of the total revenue.

The appropriations for the service of the year amounted to \$67,326,959.37, including \$141,502.26 for the special-delivery system, for which no specific amount is appropriated, the expenses of the system being payable out of its receipts. The appropriations covered forty-one items, including that for special-delivery service. The total amount expended up to the 30th September on account of the year ending June 30, 1890, was \$65,930,717.11. In thirty-nine items of appropriation there were unexpended balances remaining on the 30th September to the amount of \$1,549,337.95. In one item, that of compensation to postmasters, the expenditure exceeded the appropriation in the sum of \$153,095.69. The net amount of unexpended balances was, therefore, \$1,396,242.26, which is left available for the discharge of indebtedness on account of the respective items for which appropriation was made.

By quarters the expenditures of the fiscal year ending June 30, 1890, as compared with those for the corresponding periods of the previous fiscal year, were as follows: For the service of the quarter ending September 30, 1889, \$15,992,321.71, being an increase of \$1,282,105.88, or 8.7 per cent.; for service of the quarter ending December 31, 1889, \$16,544,890.20, being an increase of \$1,311,866.10, or 8.6 per cent.; for the service of the quarter ending March 31, 1890, \$16,737,515.30, being an increase of \$1,017,531.28, or 6.4 per cent.; and for the service of the quarter ending June 30, 1890, \$16,655,989.90, being an increase of \$942,366.61, or 6 per cent.

Among the principal items of expenditure for the year, there was an increase as follows over the same items for the year ending June 30, 1889: Of \$584,104.70, or 4.4 per cent., for compensation to postmasters; of \$596,641.54, or 10 per cent., for compensation to clerks in post-offices; of \$185,252.13, or 22.8 per cent., for rent, fuel, and light in post-offices; of \$1,017,945.51, or 14.6 per cent., for free-delivery service; of \$143,536.94, or 2.7 per cent., for transportation on star routes; of \$1,243,916.87, or 6.9 per cent., for inland transportation by railroad; of \$16,456.66, or 3.8 per cent., for steamboat transportation; of \$212,084.40, or 10.6 per cent., for railway postal-car service; of \$47,913.67, or 5.1 per cent., for mail-messenger service; and of \$328,777.26, or 6.2 per cent., for railway post-office clerks.

ESTIMATES FOR THE FISCAL YEARS ENDING JUNE 30, 1891 AND 1892.

For the four years ending June 30, 1889, the average annual rate of increase in the revenue of the Department was 7.2 per cent. For the year ending June 30, 1889, alone, the increase was only at the rate of 6.7 per cent. A gratifying improvement was shown for the year ending June 30, 1890, by an increase of 8.37 per cent., or 1.67 per cent. more than the increase of 1889 over 1888. The indications since the 1st of July point to a still greater improvement in the revenue, and in the light of these indications it will not be unreasonable to allow for an annual increase of 10 per cent. in estimating the revenue for the present and the next fiscal years. The estimates may, therefore, be stated as follows:

FISCAL YEAR ENDING JUNE 30, 1891.

Amount of ordinary postal revenue for year ending June 30, 1890.....	\$60,057,877.68
Increase by 10 per cent.....	6,005,787.76
Estimated amount of ordinary postal revenue.....	66,463,665.44
Add revenue from money-order business, upon revised estimates of the superintendent of the money-order system, by letter of October 27, 1890.....	835,000.00
Gives gross revenue.....	67,298,665.44

The total amount appropriated for the expenditures of the year is \$72,226,698.99, and this amount will without doubt be sufficient to cover the expenditures, and leave a handsome amount of unexpended balance besides.

Upon the foregoing basis the deficiency of revenue to be supplied out of the general Treasury will not exceed \$5,581,615.19.

FISCAL YEAR ENDING JUNE 30, 1892.

Estimated amount of ordinary postal revenue for year ending June 30, 1891, as before.....	\$66,463,665.44
Add increase of 10 per cent.....	6,646,366.54
Gives estimated amount of ordinary postal revenue for the year.....	73,110,031.98
Amount of estimated revenue from money-order business.....	845,000.00
Gross revenue for the year.....	73,955,031.98
Amount of estimated expenditures shown in table of estimates submitted by the Postmaster-General through the Secretary of the Treasury.....	77,545,894.41
Leaves estimated deficiency of revenue to be supplied out of general Treasury.....	3,590,862.43

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the general Treasury, within the last fiscal year, on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue for 1888, under act approved March 3, 1887.....	\$700,000.00
For deficiency in the postal revenue for 1889, under act approved July 24, 1888.....	3,000,000.00
For deficiency in the postal revenue for 1890, under act approved March 2, 1889.....	3,500,000.00
Total drawn during the year.....	7,200,000.00

NOTE.—The discrepancy in amount reported by the Auditor as drawn from the Treasury, and the amount reported by this office (\$1,100,000), is caused by the different periods in which they were reported drawn, the Auditor reporting amounts from October 1, 1889, to September 30, 1890, while the period in which this office reported amounts drawn was from July 1, 1889, to June 30, 1890.

TRANSACTIONS AT TREASURY DEPOSITORIES.

The accounts during the year show the following receipts and disbursements at Treasury depositories, viz :

Balance subject to draft, June 30, 1889.....	\$4,443,892.31
Amount of outstanding warrants, June 30, 1889.....	101,049.15
Deposits:	
On account of postal revenue	\$25,325,842.57
On account of grants from the general Treasury ..	7,200,000.00
	<hr/> 32,525,842.57
Total	37,073,784.03
Amount of warrants paid during the year ending June 30, 1890.....	31,231,064.92
Balance at depositories, June 30, 1890.....	5,842,719.11
Amount of outstanding warrants, June 30, 1890	98,731.58
	<hr/>
Balance subject to draft, June 30, 1890	5,743,987.53

Of the \$25,325,842.57 deposited on account of postal revenue, \$15,153.79 was through national-bank depositories. The balance remaining in national-bank depositories at the close of the year ending June 30, 1890, was \$3,573.45.

APPROPRIATIONS, EXPENDITURES, AND ESTIMATES FOR THE SERVICE OF THIS OFFICE.

The appropriations for the service of this office during the fiscal year amounted to \$1,412,051, exclusive of the amount paid to messengers of the special-delivery system. No specific amount is appropriated for this service, the compensation of messengers being payable by law out of the receipts of the system. The expenditure out of the fixed appropriations was \$1,306,991.67, leaving an unexpended balance of \$105,059.33, or 7.4 per cent. of the amount appropriated.

The increase of the expenditure out of the regular appropriations was \$94,523.13, or 7.8 per cent., over that of the previous year. The increase of expenditure for the compensation of special-delivery messengers was \$19,515.21, or 15.9 per cent.

The estimates of appropriation for the ensuing fiscal year, with explanations thereof, will be found in paper marked No. 1, in the appendix to this report.

FINANCE DIVISION.

That portion of the clerical work of this office which was assigned to and performed by the finance division during the fiscal year ending June 30, 1890, may be briefly stated as follows :

New contracts for mail service received, examined, and entered on the books kept in this division, 5,819; orders of the Postmaster-General recognizing mail service not under contract, which curtailed or extended service on mail routes, or modified orders previously made, received, examined, and entered in ledgers, 24,601.

Transcripts were received weekly from the United States Treasury and from nine subtreasuries, and monthly from thirty designated national bank depositories of the United States, comprehending financial transactions which, with the amount on hand subject to draft at

the beginning of the year, aggregated \$4,443,892.31. Accounts with these depositories and with the Treasury and subtreasuries were also kept in the division.

Under the law the original certificates of all deposits made on account of the postal service by postmasters and others are sent to this office, and turned over to the finance division, where they are examined and entered on books kept for that purpose. The number of these certificates received during the year was 274,785.

There were also 103,083 accounts of contractors and other creditors of the Government on account of mail service, and 5,655 accounts, involving balances due present and late postmasters, received, examined, and paid during the year, necessitating the drawing, recording, and mailing of a like number of warrants and drafts. These payments involved the sum of \$31,225,747.35 paid by warrants, and \$1,042,673.22 by drafts, making a total of \$32,268,420.77. With each warrant a circular was sent, instructing the payee as to the proper manner in which to indorse his warrant.

Nearly 21,000 circulars were sent to postmasters containing instructions relative to the deposit of their postal balances, and demanding from delinquent postmasters such amounts as were due by them.

There were, besides, 4,980 letters written on subjects pertaining to the different branches of work assigned to the division; and 97 cases for investigation of the accounts of postmasters and late postmasters were made up and placed in the hands of the chief post-office inspector.

FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE FINANCE DIVISION DURING THE FISCAL YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters, from postmasters and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations, amounted to \$79,229.70, which is accounted for as follows:

Amount received.....	\$79,229.70
Amount deposited with the Treasurer of the United States at Washington, D. C.....	\$15,685.71
Amount deposited with the assistant treasurer of the United States at New York, N. Y.....	63,034.70
Amount returned to remitters.....	509.29
	<hr/> 79,229.70

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, which was turned over to the finance division, aggregated \$12,050.51

This money was disposed of as follows, viz:

Amount received.....	\$12,050.51
Amount in current funds deposited in the Treasury at Washington, D. C.....	\$11,825.00
Amount realized from sale of foreign and uncurrent funds by the postmaster at New York and deposited with the assistant treasurer at New York.....	186.28
Total amount deposited.....	<hr/> 12,011.28
Amount of loss sustained from sale of uncurrent funds, from counterfeits and from mutilated minor coin.....	39.23
	<hr/> 12,050.51

SPECIAL-DELIVERY SYSTEM.

The following statement shows briefly the operations of the special-delivery system during the year ending June 30, 1890:

(1) The total number of pieces of mail-matter received for special delivery at all the letter-carrier or free-delivery offices was 1,613,567, of which 1,229,939, or 76 per cent., were transmitted through the mails from place to place, and 383,628, or about 24 per cent., were local or drop-letters.

(2) The total number of pieces delivered by special-delivery messengers at letter-carrier offices was 1,537,221, or over 95 per cent. of all the special-delivery pieces received, leaving 76,346, or less than 5 per cent. as the number delivered by letter-carriers or other salaried postal employes, including such pieces as it was found impossible to deliver.

(3) The value of the special-delivery stamps on matter received for delivery at letter-carrier offices was \$161,356.70. The amount of special-delivery stamps sold during the year at the same offices was \$133,737.70.

(4) The average number of special-delivery messengers employed at the letter-carrier offices was 901.

(5) The average time consumed at letter-carrier offices in the delivery of special-delivery matter, after it reached the respective offices of destination, was twenty-one minutes.

From the foregoing statistics and from the report of the Sixth Auditor, the following statement is made up, showing the amount of special-delivery business transacted throughout the whole country:

Total number of special-delivery letters delivered.....	1,769,528
Percentage of increase over number delivered during preceding year.....	9.2
Amount of special-delivery stamps on matter received for delivery.....	\$176,952.80
Total amount paid messengers.....	141,562.26
Total profit to the Government on special-delivery business.....	35,390.54

In Table No. 16, attached to this report, will be found statistics in detail of special-delivery matter received and delivered at all letter-carrier offices during the year; as to other offices, statistics in detail can not be given.

DIVISION OF POSTAGE-STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

During the fiscal year ending June 30, 1890, the following postage-stamps, stamped envelopes, and postal cards were issued to postmasters:

Description.	Number.	Value.
Ordinary postage-stamps	2, 219, 737, 000	\$42, 734, 108. 00
Special-delivery stamps	2, 120, 880	212, 088. 00
Newspaper and periodical stamps.....	3, 762, 338	1, 711, 464. 00
Postage-due stamps	13, 638, 190	324, 712. 00
Stamped envelopes, plain	214, 176, 200	4, 170, 862. 64
Stamped envelopes, request	251, 212, 000	5, 415, 268. 40
Newspaper wrappers	43, 444, 756	560, 571. 28
Postal cards	*429, 516, 350	4, 296, 591. 00
Letter-sheet envelopes.....	1, 134, 500	26, 063. 50
Total	3, 183, 741, 338	59, 438, 054. 79

* The number of cards furnished by the contractor to the distributing agency and subagencies was 403,852,850, thus reducing the stock on hand at the close of the year 25,662,500 cards.

Compared with the issues of the preceding year there was an increase in number of 365,176,017, or 12.9 per cent., and in value of \$6,536,270.62, or 12.3 per cent.

The increase during the year in the issues of each kind of stamped paper was as follows:

Description.	Number.	Per cent.	Value.	Per cent.
Ordinary postage-stamps	287,756,220	13.14	\$4,738,081.00	12.47
Special-delivery stamps	545,240	34.60	54,524.00	34.60
Newspaper and periodical stamps	234,337	6.65	47,713.00	2.87
Postage-due stamps	1,748,020	14.70	25,511.00	8.53
Stamped envelopes, plain	21,808,904	14.31	518,404.97	14.19
Stamped envelopes, request	30,425,750	13.78	659,833.15	13.88
Newspaper wrappers	4,734,000	10.83	59,778.00	11.60
Postal cards	42,706,850	11.04	427,446.00	11.05
Letter-sheet envelopes	216,500	23.58	4,979.50	23.58

The gross value of all the stamped envelopes and wrappers issued (not including letter-sheet envelopes) was \$10,152,697.29, and the postage value thereon was \$9,242,210, leaving \$910,487.29 to represent the cost of manufacture and expense of issue.

The cost of manufacture at contract rates was \$859,180.35, after deducting \$70.76 for special-request envelopes misprinted by the contractors, thus leaving \$51,306.94 for the expenses of issue.

In addition to the foregoing supplies, there were issued for the use of the postal service 13,550,100 registered-package envelopes, 1,543,500 tag envelopes for registered packages, 1,975,000 envelopes for returning dead letters, 38,467,150 official envelopes for the use of postmasters and other postal officials, and 4,903 newspaper and periodical stub-books.

This was an increase of 466,600, or 3.19 per cent., in registered-package and tag envelopes; of 5,583,500, or 16 per cent., in dead-letter and official envelopes; and of 5,950,454, or 11.99 per cent., in all kinds, inclusive of stub-books, over the issues of the preceding year.

REQUISITIONS.

The number of requisitions from postmasters on which each of the several kinds of supplies mentioned in the foregoing was furnished, will be found in the following tabular statement, together with a comparison with those of the preceding fiscal year:

Articles.	Requisitions filled during year ending June 30, 1899.	Requisitions filled during year ending June 30, 1890.	Increase.	
			Number.	Percent.
For ordinary postage-stamps	176,295	185,918	9,623	5.45
For postage-due stamps	14,657	16,732	2,075	14.16
For newspaper and periodical stamps	11,535	11,295	*240	*2.08
For stamped envelopes, plain	89,493	95,763	6,270	7.00
For stamped envelopes, request	145,777	162,813	17,036	11.68
For postal cards	78,098	78,514	2,416	3.17
For registered-package envelopes	64,652	57,549	*7,103	*10.98
For tag-envelopes	18,507	14,391	*4,116	*22.78
For official envelopes	29,663	32,309	2,646	8.92
For newspaper and periodical receipt books	2,724	2,806	82	3.01
For letter-sheet envelopes	272	329	57	20.95
Total	629,673	658,419	28,742	4.56

* Decrease.

While the net increase in the number of requisitions of all kinds filled during the past fiscal year over the number filled during the preceding year was, as is shown by the table, 4.56 per cent., yet it is the number of requisitions for the several kinds of stamped paper, from the sale of which the postal revenues are derived, that represents really the work of the stamp division, and the increase in the number of these requisitions was 37,419, or 7.27 per cent.

PARCELS.

A comparative statement of the parcels in which the supplies were put up and mailed to postmasters during the past and previous fiscal years is made, as follows:

Articles.	Number of parcels sent in 1899.	Number of parcels sent in 1900.	Increase.	
			Number.	Per cent.
Ordinary postage stamps	180,843	192,271	11,428	6.31
Postage-due stamps	14,664	17,219	2,555	17.42
Newspaper and periodical stamps	11,535	11,333	*202	*1.75
Stamped envelopes, plain	123,416	139,496	16,080	13.05
Stamped envelopes, request	106,770	122,915	16,145	15.12
Postal cards	86,416	90,155	3,739	4.32
Registered-package envelopes	64,192	69,878	*5,686	*8.71
Tag envelopes	18,305	14,465	*3,840	*20.97
Official envelopes	45,570	52,102	6,532	14.35
Newspaper and periodical stub-books	2,724	2,806	82	3.00
Letter-sheet envelopes	282	343	61	21.63
Total	660,018	702,893	42,875	6.49

* Decrease.

POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the past fiscal year (not including matter circulated free within the county of publication) was 174,046,764 pounds, or 87,023¹⁶⁴/₂₀₀₀ tons; and the amount of postage collected was \$1,740,467.64. This was an increase of 12,411,637 pounds, or 7.67 per cent., in weight, and of \$124,116.37, or 7.67 per cent., in the amount of postage collected, as compared with the preceding year. As the statistics of the Department show that about 15 per cent., of all the second-class matter mailed is sent free of postage within the county of publication, the number of pounds of such matter may be placed at 30,714,135. Adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 204,760,899 pounds, or 102,380⁸⁹⁹/₂₀₀₀ tons.

The number of post-offices at which second-class matter was mailed was 7,825, an increase in number over the preceding year of 207, or 2.72 per cent. Collections amounting to \$3,647.56 were made from publishers and news agents for matter improperly mailed at second-class rates of postage. This is an increase over the amount received from the same source during the preceding year of \$191.40, or 5.53 per cent. In table No. 12, accompanying this report, will be found a comparative statement of the postage collected on second-class matter at all first-class post-offices during the past and the preceding year.

ENTRIES OF SECOND-CLASS MATTER.

The number of applications for entry of new publications accepted during the past fiscal year was 3,274, the number of applications for re-entry of old publications was 1,711, and the number of foreign publications accepted for entry was 19, making the total number of applications accepted 5,004, while 415 applications were refused, thus making the total number of applications passed upon 5,419. This is an increase in the number of applications accepted the past year over those accepted the preceding year of 53, or 1.07 per cent. The number of jacketed cases received relating to these applications and involving correspondence was 3,722.

REDEMPTION OF SPOILED STAMPS AND STAMPED ENVELOPES.

The number of cases in which postmasters returned damaged stamps and misdirected stamped envelopes for credit during the past fiscal year was 12,660. Of these cases 392 were adjusted without allowing credit, and 36 are being investigated, leaving 12,232 as the number of cases in which credits were allowed, representing a total value of \$209,923.55. This is an increase in the number of cases received during the past fiscal year over those received the preceding year of 1,754, or 16.08 per cent., and a decrease in the amount of credits allowed of \$1,228.25, or 0.58 per cent.

REVIEW OF NEW CONTRACTS FOR SUPPLIES.

The expenditures for this office are mainly for procuring postage-stamps, stamped envelopes, postal-cards, and official and registered-package envelopes. The articles are furnished under contract, and by law the contracts for postage-stamps, stamped envelopes, and postal-cards are let for a period of four years, while the contract for official and registered-package envelopes is for one year only.

New contracts have been made within the past year for all the various kinds of supplies mentioned, and these contracts resulted in the aggregate in a handsome saving in the cost of procurement. This saving is the more gratifying from the fact that it follows other large reductions in the past, so that the cost of the articles is now less than one-half the price paid for like quantities scarcely more than a dozen years since. In my last annual report attention was directed to the fact that the estimate of appropriation required for the service of this office for the current fiscal year was somewhat less than the amount appropriated for that year; also to the fact that the amount of the estimates for the present year was only about one-fifth more than the amount appropriated for the year beginning July 1, 1877, although the quantities of supplies needed had nearly trebled during the intervening thirteen years.

Special reference is made to the new contracts as follows

NEW CONTRACT FOR ADHESIVE POSTAGE-STAMPS.

The old contract for adhesive postage-stamps expired on the 30th of June, 1889. To afford time in which to make needful preparations for the new contract, the old contract was extended for a period of three months, until the 30th of September, under a right reserved to the Department by the terms of the contract.

After a full examination of the subject an advertisement was issued under date of June 17, 1889, calling for sealed proposals to be received until the 17th day of July for furnishing all the stamps which should be called for during the four years commencing October 1, 1889. The specifications furnished to bidders set forth the requirements of the contract with the utmost minuteness. They will be found in full in a copy of the contract in the appendix to this report.

The call was made for bids for ordinary stamps of two different sizes, to wit, those then in use, measuring 1 by 25-32 inch, and a smaller size, measuring $\frac{1}{2}$ by $\frac{7}{8}$ inch. The sizes and styles of newspaper and periodical, postage-due, and special-delivery stamps were left unchanged.

An important change was that the color of each of the several denominations of stamps was prescribed by the specifications with the purpose of preventing arbitrary and unnecessary changes during the existence of the contract. Samples of the stamps in the selected colors, appropriately canceled, were attached to the specifications and blank forms of proposal furnished to bidders. Proposals were called for separately for stamps to be printed, first, by hand-presses; second, by steam-power presses in which a portion of the work is to be done by steam and a portion by hand; and third, by steam-power presses on which all the work is done by steam, with the right reserved to the Department to make the award upon any one of the three classes of bids. The classification of the bids will appear fully in the copy of the specifications referred to.

The basis of award was fixed upon the numbers of each of the several kinds of stamps issued during the year ending March 31, 1889, as follows:

1. Ordinary stamps for use of the public	1,959,679,445
2. Newspaper and periodical stamps	3,381,556
3. Postage-due stamps	11,478,048
4. Special-delivery stamps	1,468,090
Total	1,976,007,129

Each bid was to be accompanied by a guaranty in the sum of \$25,000 that the successful bidder would enter into a contract within ten days upon being called upon to do so, and the amount of the bond for the faithful performance of the contract was placed at \$200,000.

In response to the advertisement two bids were submitted, one by Mr. Charles F. Steel, of Philadelphia, and the other by the American Bank Note Company, of New York, the old contractors for furnishing stamps. The bid of Mr. Steel amounted, upon the basis referred to, to \$155,017.39 for stamps of the larger size, and to \$151,489.96 for stamps of the smaller size printed on hand-roller presses; to \$124,642.36 for stamps of the larger size, and to \$122,094.77 for stamps of the smaller size, printed on steam-power presses on which a part of the work is done by steam and a part by hand; and to \$120,723 for stamps of the larger size, and to \$117,587.51 for stamps of the smaller size printed on all steam-power presses. The bid of the American Bank Note Company was for printing the ordinary stamps on steam-power presses only, and for the remaining kinds of stamps on hand-roller presses only, and the totals were \$158,033.87, comprehending ordinary stamps of the larger size, and \$148,235.47 embracing ordinary stamps of the smaller size. The difference between the amount of this bid and that of Mr. Steel for stamps printed on all steam-power presses was \$37,310.87 for stamps of the larger size, and \$30,647.96 for stamps of the smaller size.

At the opening in public of the bids, a protest was made by the

American Bank Note Company against the award to Mr. Steel, on the ground that he was not eligible as a bidder under the terms of the advertisement restricting the bids to steel-plate engravers and plate-printers. This protest was shortly afterwards withdrawn, and, preliminary to an award, Mr. Steel was, upon the 1st of August, called upon to demonstrate his facilities for carrying out the contract. Though not engaged in the business, and being unprovided with a plant for printing and engraving, he promised to procure all the necessary equipment and material in time to manufacture and begin the delivery of the stamps on the 1st of October, or shortly thereafter. The specifications called for a fire-proof building in which to manufacture and store the stamps, but though called upon repeatedly to do so, Mr. Steel failed to submit for inspection suitable premises for the purpose. He offered only one building, though promising a choice of several different ones, and that building utterly failed to meet the requirement. The award was consequently withheld, and it becoming evident that Mr. Steel was either unwilling or unable to comply with his proposal, the Postmaster-General, under date of September 11, 1889, issued an advertisement calling for new proposals for a contract for the four years commencing December 1, 1889. At the same time provision was made for a temporary supply of stamps for the interval between October 1 and December 1 by calling on the American Bank Note Company to furnish a specified number of stamps under the provision of the contract giving the right to order an extra quantity not exceeding a three months' supply.

At the time appointed for closing the receipt of the new proposals, on the 26th of September, two bids were submitted. One was from the Franklin Bank Note Company and the other was from the American Bank Note Company, both of New York. The bid of the Franklin Bank Note Company amounted, on the basis of the quantities specified in the previous advertisement, to \$163,904.82 for stamps of the larger size and to \$163,904.82 for stamps of the smaller size, printed on all steam-power presses, and the bid of the American Bank Note Company amounted, on the same basis and for the same class of work, to \$157,641.93 for stamps of the larger size and to \$149,215.31 for stamps of the smaller size. The bid of the American Bank Note Company was \$391.94 less than its bid under the former advertisement for the larger stamps and \$979.84 more for the smaller stamps.

Subsequent to the receipt of these proposals another call was made by letter of the Postmaster-General, dated October 8, upon Mr. Steel to comply with the requirements of his bid submitted in July, and he responded on the 12th of October by declining to proceed further in the matter. There appeared to be no alternative but to make a selection from the other bids already received, especially in view of the fact that through the time lost in the endeavor to induce Mr. Steel to comply with his proposal the Department had exhausted its resources for obtaining temporary supplies of stamps. The contract was therefore on the 23d of October awarded to the American Bank Note Company under its bid received on the 17th of July (it being the lowest of all the bids, except that of Mr. Steel, received under both advertisements), the award being made for ordinary stamps of the smaller size. No hesitation was felt in awarding the contract for stamps printed on all steam-power presses, the work having been satisfactorily done by that process during the preceding four years. As already shown, the successful bid amounted, upon the basis of the number of stamps issued during the year ending March 31, 1889, to \$148,235.47.

This amount was \$9,406.46 more than the cost of corresponding kinds and numbers of stamps under the previous contract. It is to be observed, however, that under the terms of the new contract the cost of preparing dies, rolls, and plates for new designs of stamps, or for additional denominations, is to be borne by the Department, while under the previous contract the contractor was required to make these changes at the discretion of the Department and at his own expense; and, moreover, that by the new contract the two-cent stamps, constituting by far the greater portion of all the issues, are printed in a much more expensive color than formerly.

The contract was duly executed, and it being found impracticable to prepare stamps of the new designs prior to December 1, arrangements were made with the American Bank Note Company by which stamps of the old style were to be furnished at the old contract rates until such time as the new stamps should be ready for issue. The issue of the new stamps was begun in time to place them on sale at the leading post-offices on February 22, last.

A more extended reference to the new style of stamps will be found in another portion of this report.

The rates prescribed by the new contract for each of the several kinds of stamps are as follows:

1. Ordinary postage-stamps.....	7.47	cents per thousand
2. Newspaper and periodical stamps.....	18.	Do.
3. Postage-due stamps.....	8.49	Do.
4. Special-delivery stamps.....	18.	Do.

The prices at which the ordinary stamps have been furnished under the various contracts during the preceding twenty years are as follows:

For the four years beginning February 1, 1869, 27.5 cents per thousand (extended by order of the Postmaster General to April 1, 1873).

For the four years ending April 30, 1877, 14.99 cents per thousand.

For the four years ending April 30 (and extended by order of the Postmaster-General to June 30), 1881, 9.98 cents per thousand.

For the four years ending June 30, 1885, 9.19 cents per thousand.

For the four years ending June 30, 1889 (extended by order of the Postmaster-General to January 1, 1890), 6.99 cents per thousand.

The face value of all the stamps issued during the year ending June 30, 1890, was \$44,982,373.

NEW CONTRACT FOR POSTAL-CARDS.

The time fixed for the expiration of the late contract for postal-cards was the 30th of June, 1889, but for like reasons as in the case of postage-stamps the contract was extended for a period of three months until the 30th of September.

In order to give the public greater facilities for correspondence, and for advertising, it was decided by the Postmaster-General, upon careful examination, to provide postal-cards of three different sizes. The first of these was intended for short messages, and it was somewhat smaller than the old standard, its dimensions being $2\frac{1}{8}$ by $4\frac{1}{2}$ inches. In the second one, the old size, 3 by $5\frac{1}{4}$ inches, was retained, and the third size measured $3\frac{3}{4}$ by $6\frac{1}{2}$ inches. The standards of paper were determined upon after a thorough and careful examination of the paper market. For the small size the samples were composed of about equal proportions of rag stock and chemical wood pulp. For the medium size, they were made of all wood pulp prepared by the sulphite and sulphate processes; and for the large size, they were composed of jute butts, and

made with special reference to durability, strength, and finish. The weight of the cards of the small size was $5\frac{1}{2}$ pounds per thousand, of those of the medium size, $5\frac{1}{4}$ pounds per thousand, and of those of the large size $9\frac{1}{4}$ pounds per thousand. The samples were prepared by different manufacturers of the highest standing and repute in the trade, and under the personal direction and supervision of a representative of the Department.

Upon the completion of the samples an advertisement was published, under date of June 17, 1889, calling for all the postal-cards which the Department might order during a period of four years, beginning October 1, 1889. The requirements of the contract were prescribed with the greatest particularity in the specifications furnished to bidders, a copy of which will be found in the postal-card contract hereto attached. It will be observed that, in addition to calling for proposals upon the departmental samples, bids were invited from manufacturers based upon such samples of paper as they might desire to submit and as they should consider suitable for use in postal-cards. The sizes were to be the same as those of the departmental samples, and of at least approximate weight.

The basis of award was fixed upon the number of postal-cards—about 400,000,000—issued during the year ending March 31, 1889. For the purpose of determining the total amount of a bid the issues of a year were apportioned among the three different sizes, as follows: Size No. 1, 100,000,000; size No. 2, 200,000,000; size No. 3, 100,000,000. By the advertisement the bids were to be received up to 12 o'clock m. on the 18th of July, at which time ten bids were submitted upon the departmental samples, the names of the bidders, and the amounts of their bids, respectively, being as follows:

Albert Daggett, of New York City	\$157,000
The Avil Printing Company, of Philadelphia	173,100
The Holyoke Envelope Company, of Holyoke, Mass	173,500
C. E. Cornell, of New York City	179,000
Bill & Russell, of Springfield, Mass	179,400
Weed, Parsons & Company, of Albany, N. Y	183,000
Russell Paper Company, of Boston	188 170
C. C. Woolworth, of Castleton, N. Y. (the old contractor for furnishing postal-cards)	189,510
Alexander Balfour, of Philadelphia	210,000
Henry Russell, of Penn Yan, N. Y	228,380

In addition to the bids upon the departmental samples, proposals were received from three of the parties named in the foregoing (C. C. Woolworth, Albert Daggett, and Alexander Balfour) upon special samples of their own. Two bids upon the special samples were received from parties who were not bidders upon the departmental samples, the bidders being Samuel Bradbury, of Germantown, Pa., and Theodore S. Kingsland, of Holyoke, Mass.

After a thorough examination of all the samples by competent experts selected by the Postmaster-General, the bids upon the departmental samples were pronounced decidedly the best, considering quality and price. On the day of the receipt of the bids, a formal protest was made by the Avil Printing Company, of Philadelphia, against an award to Mr. Albert Daggett, the lowest bidder, on the alleged ground that Mr. Daggett's bid was in the interest of another bidder for the contract. The protest was withdrawn a few days thereafter. On the 31st of July, in pursuance of the custom followed in contracts of this character, Mr. Daggett, the lowest bidder, was notified that he would be required to demonstrate his ability to comply with the terms of his bid, ten days

being given him for the purpose. At the end of the time specified, Mr. Daggett submitted evidence of an arrangement he had made with a prominent paper manufacturer of acknowledged good standing, doing business in Birmingham, Conn., to supply him with all the paper that might be needed to carry out the contract, and also to furnish him with a suitable building in which to manufacture, store, and distribute the cards. This building was found upon inspection to be well adapted to the purposes of the contract. The other facilities needed, such as printing presses, cutting machines, boxes, etc., were such as could be readily procured in the open market and at a comparatively insignificant expense.

Upon the demonstration made the contract was awarded to Mr. Daggett on the 16th of August, 1889, and he duly entered into a contract under a bond of \$100,000.

A small supply of cards was ordered of the new contractor early in October, but the issue was not regularly begun until the 1st of December, postmasters being in the mean while supplied from an extra quantity of 50,000,000 cards which had been ordered from the late contractor, Mr. C. C. Woolworth. The only cards called for from the new contractor were those of the medium size, the necessary arrangements, for reasons which will appear hereafter, not having yet been completed for issuing those of the other sizes. The Department found good reason early in March, 1890, to object to the quality of the paper in the cards then being furnished. The complaint was of such a character as to threaten an annulment of the contract. The difficulty was, however, after a time cured by the supply of cards in substantial conformity to the standard of the contract.

The prices per thousand for each of the three several sizes of cards are as follows: No. 1, 37 cents; No. 2, 35 cents; No. 3, 50 cents.

The Nos. 1 and 3 sizes of cards being entirely new, a comparison of prices between the old and the new contracts can only be made upon the No. 2 or medium size. There is no material variation in the quality of the paper used in this size of cards under the two different contracts. A slight advantage in favor of the present card is that it weighs 1 ounce more per thousand than the corresponding size in the old contract, the present weight being 5 pounds 5 ounces. The cost of the cards under the old contract was 47.71 cents per thousand, while the cost of the present card under the new contract is 35 cents per thousand. This is a reduction of 12.71 cents, or 26.6 per cent., from the price in the old contract, and it amounts, upon the basis of the total number of cards issued during the year ending June 30, 1890, to \$54,591.40.

The prices in the several contracts for postal cards since their introduction in 1873 are as follows:

	Per 1,000.
Contract from 1873 to 1877	\$1.39½
Contract from 1877 to 1881 .....	.6956
Contract from 1881 to 1885 .....	.5443
Contract from 1885 to 1889 .....	.4771
Present contract (No. 2 size) .....	.35

As will be observed, the present price is only an insignificant fraction more than one-fourth of that paid under the first contract, from 1873 to 1877.

In this connection it may be well to note the effect upon the issue of postal cards of the reduction of letter postage from 3 to 2 cents on the 1st of October, 1883. When that measure was proposed, it was claimed that there would be two important compensations for the reduction of

one-third in the letter rate, viz: First, the substitution of sealed for unsealed circulars, and, second, the substitution of sealed inclosures for postal cards. While it may be difficult to ascertain the precise effects of the former cause, the effect of the reduction upon postal cards is susceptible of an almost exact mathematical demonstration.

The number of cards issued the first full fiscal year (ending June 30, 1874) following their introduction was 91,079,000. This number had grown during the year ending June 30, 1883, to 379,516,750. In one year alone—the centennial year of 1876—the increase was 43,199,000 cards, or 40 per cent., over the issue of the previous year. For the six years prior to June 30, 1883, the issue of postal cards had increased from 200,630,000 to 379,516,750. During the same period the number of ordinary postage-stamps and stamped and special-request envelopes, combined, had increased from 900,811,790 to 1,417,574,000. There was thus an increase of 89.16 per cent. in postal cards as against an increase of only 57.37 per cent. in postage-stamps and stamped envelopes. For the six years following the 1st of July, 1883 (and ending June 30, 1889), the issue of postal cards grew from 362,876,750 to only 386,808,500. During the same period the issue of ordinary adhesive postage-stamps and of stamped envelopes, plain and special-request, increased from 1,726,509,760 to 2,379,134,390. This was an increase of 37.28 per cent. in stamps and stamped envelopes and of only 6.62 per cent. in postal-cards. Had the issues of postage-stamps and stamped envelopes and of postal cards continued in the same relative proportions for the six years ending June 30, 1889, as during the six years ending June 30, 1883, the rate of increase in postal cards would have been 57.94 per cent. and the total number of cards issued during the year ending June 30, 1889, would have been 573,127,538, or 186,319,038 cards, valued at \$1,863,190.38, more than the actual issues.

NEW CONTRACT FOR OFFICIAL AND REGISTERED-PACKAGE ENVELOPES.

This contract is for registered package, tag, official, and dead-letter envelopes, for use of postmasters, the Department, and postal officials generally. They are all composed of manila or jute papers, the standard having been fully described in my annual report for the year ending June 30, 1885. They are comparatively inexpensive, and a great saving in cost was effected at that time by the substitution of manila for rag papers in envelopes for official correspondence, besides at the same time procuring more serviceable articles. The contract made in June, 1889, for the year ending June 30, 1890, resulted in a small reduction of cost from that in the contract of the previous year. Much better results were secured in the contract made in June last for the service of the present fiscal year.

The advertisement was issued on the 29th of April, and the proposals, submitted up to 12 o'clock m. on the 28th of May, based upon the issues for the year ending March 31, 1890, were as follows:

The Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Conn	\$114,440.18
The Holyoke Envelope Company, of Holyoke, Mass	118,292.25
The Whitcomb Envelope Company, of Worcester, Mass	122,852.23

The Plimpton Manufacturing Company and Morgan Envelope Company were the old contractors, and \$13,000 of the amount of their bid represented an estimated demand for 2,000,000 registered package envelopes of a new and extra large size. The remainder of the bid—\$101,440.18—was \$7,434.71, or 6.8 per cent., less than the cost of correspond-

ing numbers and kinds of envelopes under the preceding contract. The contract was duly awarded to and executed by the Plimpton Manufacturing Company and Morgan Envelope Company. A copy of the contract will be found hereto attached, and will sufficiently explain itself.

The following tabular statement will show the prices paid for the leading kinds of official envelopes during the year ending June 30, 1877, and during the present fiscal year, together with the quantities of the same furnished during the year ending June 30, 1877, and the year ending June 30, 1890, respectively:

Size of envelopes.	Prices per thousand paid year ending June 30, 1877.	Prices paid per thousand in contract for year ending June 30, 1891.	Number furnished year ending June 30, 1877.	Number furnished year ending June 30, 1890.
Letter size, 3½ by 5½ inches	\$1.47	\$0.73	8,277,675	19,981,000
Extra letter size, 3½ by 6½ inches	1.77	.84	110,175	2,891,500
Official size, 3½ by 8½ inches	2.47	1.20	1,204,450	12,111,800
Registered package, 5 by 10½ inches	7.67	4.05	5,137,000	13,550,100

NEW CONTRACT FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

By far the most important of all the contracts in this office is that for stamped envelopes and newspaper wrappers. The cost of these articles issued for the year ending June 30 last was \$859,180.37, while the expenditure for adhesive postage-stamps was only \$161,352.68, and for postal-cards, \$156,056.80. It is well to note, however, that while the cost of manufacturing postage-stamps and postal-cards is at the expense of the postal revenue, the articles being sold at face value, the cost of procuring stamped envelopes and newspaper wrappers is added to the postage value in selling the articles to the public.

The United States of America is by far the largest consumer of stamped envelopes of all the nations of the world, upward of 500,000,000 having been called for during the last fiscal year. The statistics show that in Great Britain the issues for 1888 consisted of 29,000,000 stamped envelopes and 164,000,000 newspaper wrappers (what is known as second-class matter mailed at pound rates in this country is sent under newspaper wrappers in Great Britain). For Germany the issues for the same year were 686,200 large envelopes and 1,861,000 small envelopes, or 2,547,200 in all. In France, the issues of envelopes were 16,178,300; in Russia, 11,000,000; and in Austria, 3,176,000 envelopes and 8,397,500 letter-sheets. The total of envelopes (not including newspaper wrappers and letter-sheets) in the five countries named was about 62,000,000 or less than one-ninth the quantity used in this country.

The old contract for stamped envelopes and newspaper wrappers expired on the 30th of September, 1890, and steps were taken early in the present year towards the procurement of a new contract.

The standards of paper and of the size of the envelopes and wrappers had been substantially the same since 1870, and they were found to be so well adapted to the public wants that no changes were deemed advisable, except one or two unimportant ones in the matter of the size of the envelopes. A desirable improvement, however, was in the addition of 1 inch to the length of the newspaper wrapper.

Proposals for the contract were invited by advertisement of April 22, 1890, to be received until 12 o'clock m., May 21, 1890. At the time last

mentioned the following bids were offered, the amounts being based upon the number of envelopes and wrappers (comprising 501,271,000) issued during the year ending March 31, 1890:

Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn.....	\$770,301.43
The White, Corbin and Company, of Rockville, Conn.....	782,352.83
The Holyoke Envelope Company, of Holyoke, Mass.....	788,256.61
P. P. Kellogg & Co., of Springfield, Mass.....	795,458.10
The Wolf Bros., of Philadelphia, Pa.....	807,084.94

The Plimpton Manufacturing Company and Morgan Envelope Company, the lowest bidders, were the old contractors, and their bid was \$12,051.40 less than the next lowest bid, and \$36,783.51 less than the highest bid. Three new items in the schedule amounted, on the estimated quantities to be required for one year, to \$7,602. The remaining twenty-four items in the old schedule amounted, on the actual issues for the year ending March 31, 1890, to \$762,699.43, and this was a reduction of \$70,695.43, or 8.48 per cent., as compared to the cost of like kinds and quantities in the old contract.

Shortly after the receipt of the proposals, the question was raised as to whether the prices offered fairly represented the reduction within the previous four years in the cost of producing the articles. After some preliminary investigation by the Department, it was proposed by the lowest bidders to reduce the price named in the proposal for the kinds of envelopes designated in the specifications and bidders' schedule as item "C," from \$1.59 to \$1.54 per thousand envelopes, and the item designated as "D," from \$1.74 to \$1.70 per thousand envelopes. The aggregate number of envelopes in these two items was 349,246,000 out of a total of 501,271,000 in the basis of award. The discount offered amounted, on the respective quantities of the two kinds specified, to \$15,025.36, upon the issues for one year, making a total reduction of \$85,720.79, or 10.3 per cent., as compared to the cost in the old contract. Subsequent to the offer of the discount, a full and careful examination was made into the relative conditions of the paper markets at the time of the receipt of the proposals and four years previously when the preceding contract was made.

It was estimated, upon the best obtainable information, that about 70 per cent. of the contract was in the cost of procuring the paper, the remaining 30 per cent. representing the expense of manufacturing and distributing the envelopes. In this latter branch the investigation showed that there had been no diminution in the price of labor, and that the reduction in the cost of paper had not been to exceed 10 per cent. during the previous four years. As, however, the paper represented about 70 per cent. of the contract, a reduction of 10 per cent. in the total cost of the envelopes and wrappers would be equivalent to a reduction of upwards of 14 per cent. in the cost of paper alone. No doubt remained, therefore, that if the prices in the contract of 1886 were fair and equitable, the modified bid of the Plimpton Manufacturing Company and Morgan Envelope Company called for fully all the reduction that the change of the market would demand.

The contract was consequently awarded to these companies upon their modified bid, by an order of the Postmaster-General, under date of July 30, 1890, and duly executed with a bond of \$200,000. A copy of the contract is hereto attached.

While the reduction in cost, based upon the issues for the year ending March 31, 1890, has been shown at \$85,720.79, the total saving during the four years of the contract term will amount, upon the increased

issues to be expected, to fully \$400,000, or an average of \$100,000 per annum.

The following table will show the great reduction that has been made in the price of stamped envelopes since 1870 for such items as have been retained in the schedule since that time:

Prices paid per thousand for stamped envelopes and newspaper wrappers under the various contracts since 1870 of the sizes and kinds then and now in use.

Size.	Quality.	Contract of 1870.	Contract of 1874.	Contract of 1878.	Contract of 1882.	Contract of 1886.	Contract of 1890.
No. 1: Small note	First ...	\$2.58	\$2.10	\$1.80	\$1.50	\$1.80	\$1.13
No. 3: Full letter	First ...	3.75	2.47	2.05	1.89	1.59	1.40
Do	Second ..	3.03	2.37	1.85	1.70	1.20	1.02
Do	Third ...	2.25	2.00	1.75	1.55	.98	.90
No. 4: For circulars		1.79	1.66	1.30	1.17	.83	.75
No. 5: Extra letter	First ...	4.10	2.90	2.45	2.35	1.89	1.70
Do	Second ..	3.46	2.80	2.20	2.00	1.80	1.36
Do	Third ...	2.79	2.30	2.10	1.78	1.17	1.14
No. 6: Extra letter for circulars		2.58	1.90	1.50	1.38	1.12	1.09
No. 7: Official	First ...	6.50	4.50	3.80	3.52	2.80	2.50
Do	Second ..	5.60	4.30	3.40	3.20	2.50	2.30
No. 8: Extra official	First ...	9.79	5.00	4.00	3.80	3.80	2.90
No. 12: Newspaper wrappers		1.25	1.20	1.10	.99	.88	.70
Average price per thousand		3.80	2.72	2.23	2.07	1.63	1.45

The items in the foregoing table are the leading ones in the schedule. It will be observed that the average price has been reduced from \$3.80, in 1870, to \$1.45 under the present contract.

RECAPITULATION OF SAVINGS BY NEW CONTRACTS.

From the foregoing it will appear that the amount of saving annually by the several new contracts, based upon the present quantities required, is as follows:

Postal-cards	\$54,591.40
Registered-package and official envelopes	7,434.71
Stamped envelopes and newspaper wrappers	100,000.00
Total	162,026.11

From the total of \$162,026.11, as above, there should be made a deduction of \$9,406.46 for the increased cost of procuring postage-stamps, leaving a net annual saving by the new contracts of \$152,619.65, and this amount is equal to a little more than 11 per cent. of the total expenditure (\$1,284,433.35) for postage-stamps, postal-cards, stamped envelopes and newspaper wrappers, and official and registered-package envelopes during the fiscal year ending June 30, 1890.

Inquiries were made during the past year of various leading foreign governments as to the cost of procuring by them the kinds of supplies corresponding to the foregoing. The replies in most cases were given as confidential, and it would, therefore, be improper to repeat them here. It will be sufficient to say that in every case the cost was largely in excess of that incurred by this Department for its supplies.

The estimated gross value of the postage-stamps, stamped envelopes,

newspaper wrappers, and postal-cards to be issued during the ensuing fiscal year is \$71,912,673.16, at an estimated cost of manufacture of \$1,350,000. Of this latter amount, the estimated cost of manufacture of stamped envelopes and newspaper wrappers (\$933,000) will be refunded when the envelopes and wrappers are sold to the public, leaving the estimated net cost of supplies at \$417,000.

NEW DESIGNS FOR ORDINARY ADHESIVE POSTAGE-STAMPS.

Reference has been made in a previous portion of this report to the award of the postage-stamp contract in October last for ordinary postage-stamps of a somewhat smaller size than those then in use. This change necessitated the engraving of new dies and plates for printing, provision for which was made by the new contract without extra expense to the Department. The work was taken in hand immediately upon the award of the contract and hurried forward as rapidly as possible.

A time-honored custom was followed by selecting as the leading features of the designs the portraits of personages of great eminence in American history. In the main the subjects of the pictures in the old series of stamps were retained, though some changes were made in their arrangement on the several denominations of the stamps. Franklin and Washington continued to keep their positions on the 1 and 2 cent stamps. The head of Jackson was placed on the 3-cent stamp, being substituted for one of Washington. On the 4-cent stamp the profile of Lincoln took the place of that of Jackson transferred to the 3-cent stamp. An appropriate choice for the 5-cent stamp, which is in the main used for foreign correspondence, was the head of General Grant. The picture of Garfield, previously on the 5-cent stamp, was transferred to the 6-cent-stamp. On the 10-cent stamp the head of Daniel Webster was substituted for that of Thomas Jefferson, which was transferred to the 30-cent stamp. The head of Henry Clay was placed on the 15-cent stamp in lieu of Webster. On the 90-cent stamp the head of Commodore Oliver H. Perry was retained. A variety of effects was produced by facing some of the portraits to the right, some to the left, and by changing some of the profiles to three-quarters face.

The pictures were in medallion with a heavily shaded background set in an ornamental frame containing the words and figures expressive of the object and value of the stamps. The designs were engraved with the utmost care, and proofs of the dies passed many times between New York and Washington for criticism and revision. At least five different engravings were made of the head of General Grant before the picture was approved.

Preparations for all the new stamps, except the 4 and 5 cent denominations, were completed early in February, and the first order was sent to the contractors from the Department on the 17th of February, 1890, calling for a total of 43,644,600 stamps, valued at \$784,323, to be distributed among one hundred and ten of the leading post-offices. At the same time instructions were sent to the selected offices to place the stamps on sale simultaneously on the 22d of February, and these instructions were carried into effect. The first order for the 4 and 5 cent stamps was issued on the 2d of June, the supply of the old style of these denominations being meanwhile continued.

Of a total of 2,219,737,060 ordinary postage-stamps issued during the year ending June 30, 1890, 1,391,357,960 were of the old designs, and

828,379,100 were of the new designs. The new stamps were received with a marked degree of favor by the public press, and many complimentary expressions regarding the change were received from eminent philatelists.

The following is a description of each stamp in the new series, namely:

One-cent.—Profile bust, after Rubright, of Benjamin Franklin, looking to the left, on an oval disk, with dark background and narrow white border, immediately above which, set in a panel conforming to the curve of the disk, are the words "United States Postage" in white capitals, and below which, in slightly larger and shaded letters, arranged in a wavy line running nearly the whole width of the stamp, are the words "One cent." Just above these latter words, on either side, is a white numeral of denomination—the Arabic figure "1"—in a small oval space, surrounded by an ornate scroll, the upper portion of which is connected with and serves as a support to the panel around the medallion. The whole is placed upon a distinctly lined oblong tablet, seven-eighths of an inch high by three-quarters of an inch wide, with beveled sides and bottom. The color is ultramarine blue.

Two-cent.—Profile bust, after Houdon, of George Washington, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, carmine.

Three-cent.—Profile bust, after Powers, of Andrew Jackson, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, purple.

Four-cent.—Portrait of Abraham Lincoln, after a photograph from life, three-quarters face, looking to the right, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, velvet brown.

Five-cent.—Portrait of U. S. Grant, after a photograph from life, three-quarters face, looking to the right, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, light brown.

Six-cent.—Portrait of James A. Garfield, after a photograph from life, three-quarters face, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 1-cent stamp, with the necessary change of figures and letters representing the denomination. Color, light maroon.

Ten-cent.—Portrait of Daniel Webster, after a daguerreotype from life, three-quarters face, looking to the left, on an oval disk, with dark background and narrow white border, around the upper half of which, set in a panel conforming to its curve, are the words "United States Postage," in small white capitals, the words "Ten Cents," in somewhat similar letters, being placed in a like panel below the medallion. Below this again, in the two lower corners of the stamp, are plain Arabic numerals of denomination "10," set in circular spaces, surrounded with ornate scrolls, not unlike those in the 1-cent stamp. The whole is placed upon an oblong tablet, seven-eighths of an inch high by three-fourths of an inch wide, with beveled sides and bottom. The color is milori green.

Fifteen-cent.—Portrait of Henry Clay, after a daguerreotype from life, three-quarters face, looking to the left, on an oval disk. The surroundings of the medallion are substantially the same as in the 10-cent stamp, with appropriate changes of figures and letters representing the denomination. Color, deep blue.

Thirty-cent.—Profile bust of Thomas Jefferson, after Ceracchi, looking to the left, on an oval disk. The surroundings of the medallion are the same as in the 10-cent stamp, with the necessary change of the letters and figures of denomination, the latter, however, being of block form. Color, black.

Ninety-cent.—Profile bust of Commodore O. H. Perry, after Wolcott's statue, looking to the left, on an oval disk. The surroundings of the medallion are substantially the same as in the 30-cent stamp, with the necessary change of the letters and figures of denomination. Color, orange.

No changes were made in the sizes, designs, and colors of the special-delivery, postage-due, and newspaper and periodical stamps.

The stamps of past issues, which are still recognized in payment of postages, consist of three different styles, and are known as the series of 1861, 1869, and 1870, respectively. The two several issues of stamps made before the war of the rebellion, and designated as the 1847 and 1851 series, were long since declared to be valueless.

As no printed description of the obsolete stamps has ever appeared in the official reports, one is hereby appended, to wit:

OBSOLETE ISSUE OF 1847.]

Five-cent.—Portrait of Franklin, after painting by John B. Longacre, three-quarters face, looking to the left, on an oval disk, with dark ground, white neckerchief and fur collar to coat, the whole surrounded with a faintly-engraved wreath of leaves, on which in the two upper corners are the letters "U" and "S," and in each of the two lower corners a large figure "5." In a curved line around the upper portion of the medallion are the words "Post Office," and around the lower part the words "Five Cents." A border of fine straight lines goes around the entire stamp. Color, light brown.

Ten-cent.—Portrait of Washington, from Stuart's painting, three-quarters face, looking to the right, on an oval disk, with dark ground, white neckerchief and black coat, faint wreath of leaves around all, on which in the upper corners are the letters "U" and "S," and in each of the lower corners a large Roman numeral "X." In a curved line around the upper and lower parts of the medallion, as in the case of the five-cent stamp, are the words "Post Office" and "Ten Cents." Color, black. A border of fine straight lines goes around the whole stamp.

OBSOLETE ISSUE OF 1851.

One-cent.—Profile bust of Franklin, looking to the right, on an oval disk, with dark ground, the words "U. S. Postage" in outline capitals on a curved panel above, and the words "One Cent" in similar letters on a curved panel below. On the corners, and partly surrounding the two panels, are convolute scroll-work ornaments, nearly meeting in points on the sides. Color, indigo blue.

Three-cent.—Profile bust of Washington, after Houdon, facing to the left, on an oval disk, with very dark ground, and a white line border. Around this oval is a beautifully tessellated frame, terminating in each of the four corners with a fine lathe-work rosette. At the top of the stamp is a straight panel, with a piece at each end cut off, bearing the words "U. S. Postage" in white capitals; at the bottom of the stamp, in a similar panel and with similar letters, are inscribed the words "Three Cents." A fine line incloses the stamp, forming a rectangle. Color, brick-red.

Five-cent.—Portrait of Jefferson, after a painting by Stuart, three-quarters face, looking to the right, on an oval disk, with dark ground, and a distinct white border, on the upper and lower portions of which are four irregular-shaded segmental spaces. Around the whole is a four-sided oblong frame with rounded corners, terminating in slight incisions, the whole filled in with two rows of geometric lathe-work, and bearing in a wavy line at the top the words "U. S. Postage" in white capitals, and at the bottom the words "Five Cents," similarly displayed. Color, brown.

Ten-cent.—Portrait of Washington, after the painting by Stuart, three-quarters face, looking to the left, on an oval disk, with very dark ground, and a border, which is white below and slightly shaded above. Around the upper portion of the medallion, on a dark ground, are thirteen white stars, above which again in a white panel are the words, in small solid capitals, "U. S. Postage," connecting two circular spaces on the corners, each containing the Roman numeral "X." Below the medallion, in a wavy panel, are the words "Ten Cents," in large white capitals. The whole is surrounded with shaded scroll-work of a highly ornate character. Color, dark green.

Twelve-cent.—Portrait of Washington, after the painting by Stuart, three-quarters face, looking to the left, on an oval disk, with dark ground and a fine shaded line border. Above the medallion and conforming to its curve, on a light background, are the words "U. S. Postage" in white shaded capitals, and below the medallion, similarly inscribed and displayed, are the words "Twelve Cents." Around the whole, and inclosed in a fine double-lined rectangle, is a beautifully tessellated frame, separated at each of the four corners by a lathe-work rosette. Color, black.

Twenty-four cent.—Portrait of Washington, after the painting by Stuart, three-quarters face, looking to the right, on an oval disk, with very dark ground, surrounded by a solid curved border, bearing above the words "U. S. Postage," and below the words "Twenty four cents," in white capitals—the two inscriptions being separated on each side by a small triple rectangle. Around the whole of this is a mass of badly-mixed lathe-work, forming a frame of irregular oblong form, with rounded corners and curved incisions, all inclosed by a fine outer line. Color, very dark lilac.

Thirty-cent.—Profile bust of Franklin, looking to the left, on an oval disk, with a very dark ground, and with a slightly-shaded border. In an irregular panel at the top are the words "U. S. Postage" in two lines of white capitals; at the bottom in a panel are the Arabic numerals "30;" on the two sides are the words "Thirty" and "Cents" respectively, in white capitals; at each of the four corners is a shield,

placed obliquely, with fine radiations, and connected with ornate shaded scrolls. The two sides and the top of the stamp are inclosed by a fine double line, ending in six spear-points. Color, orange.

Ninety-cent.—Portrait of Washington, in general's uniform, after the painting by Trumbull, three-quarters face, on a very dark oblong ground, with arched top. In a solid panel, conforming to the curve of this arch, are the words "U. S. Postage," in white capitals, while at the bottom of the portrait, in a straight panel, with rounded ends, are the words "Ninety Cents." Connecting these two panels, and forming an oblong frame for the portrait, are scroll-work ornaments, resting on a sort of pedestal. Color, deep indigo blue.

One-cent carrier-stamp.—Profile bust of Franklin, looking to the left, on an oval disk, with very dark ground and a distinct white border. Around this disk is a tessellated frame, separated at the four corners by lathework rosettes, similar to those in the 12-cent stamp. In straight panels at the top and bottom of this frame are the words "Carriers" and "Stamps" respectively, a white star on a dark circle being at the beginning and end of each word. The whole is inclosed in a fine single-line rectangle. Color, indigo blue, on rose-colored paper.

One-cent carrier-stamp.—Picture of an eagle on the branch of a tree, poised for flight, looking to the left, on an oval disk, partly filled with clouds and sun-rays. Around this disk is a solid band, separated on the right and left sides by a lined panel, and bearing above the words "U. S. P. O. Despatch," and below the words "Prepaid. One Cent"—all in white capitals. Above and below the band, and forming corners to the stamp, are laurel and oak leaves—oak to the left and laurel to the right. Color, indigo blue. This stamp, unlike all other stamps in the series, is of less height than width.

The following general statements, in addition to the foregoing technical descriptions, will enable any one to readily distinguish the two obsolete series of stamps from all others:

(1) The 5-cent stamp of the 1847 series bears a portrait of Franklin, in three-quarters face, after a *painting* by Longacre. All other stamps bearing portraits of Franklin are *profiles* from *busts*.

(2) The 10-cent stamps of both the 1847 and 1851 issues bear the Roman numeral "X." No other stamps of any series bear Roman numerals.

(3) The 1, 3, 5, 12, 24, and 90 cent stamps, and the eagle carrier-stamp of the 1851 issue, have the denominations indicated *solely* by *words*. All other stamps have the denominations indicated by *both words and numerals*, except the Franklin carrier-stamp of 1851, which has no indication at all of the denomination.

(4) The 30-cent stamp of 1851 is the only stamp ever issued bearing four shields.

PROPOSED NEW DESIGNS OF POSTAL-CARDS.

Following the adoption, in the new contract of 1889, of three different styles of postal-cards, it was determined to change the designs for printing the cards. With the object of securing if possible appropriate and attractive styles proposals were invited by advertisement of September 18, 1889, from artists, designers, and others, for such designs or drawings for printing postal-cards as bidders might wish to submit. The 6th of November was fixed as the time for closing the bids. One hundred and fifty-nine proposals were received, but upon examination by a committee appointed for the purpose none of the designs or drawings submitted were found to be suitable for the purpose, being in most cases too elaborate for practical requirements. The difficulty in the new contract for furnishing cards, to which allusion has been made, suspended preparations for the issue of the new sizes and designs. Later, the work of preparing the new designs was placed in the hands of the Bureau of Engraving and Printing of the Treasury Department, and none of the efforts thus far made have proved fully satisfactory.

Pending the approval of the new designs the issue of the two additional sizes of postal-cards has been deferred.

ADDITIONAL CLERICAL FORCE NEEDED.

In concluding the statement of the work of the Division of Postage Stamps for the past fiscal year, I am compelled to call attention to the urgent need of an increase of its clerical force.

The business of the division has increased, and will continue to increase year by year, and is of such a nature that unless it is promptly and rapidly performed postmasters are liable to be subjected to much annoyance and the public to great inconvenience. For the careful and satisfactory, as well as expeditious, performance of the work now devolving upon it, its present force is entirely inadequate. In 1885 the number of clerks in the division was 45, and the number of requisitions filled during the fiscal year ending June 30, 1885, was 505,851. At present its clerical force is 48, and the number of requisitions filled during the past fiscal year was 658,419, an increase of 152,568, or 30 per cent. A corresponding increase of force would have given the division 13 additional clerks. But in addition to this increase in the regular work of the division since the date named, there has been assigned to it the duty of examining the applications of publishers of newspapers and periodicals for the entry of their publications as second-class mail matter, and of passing upon the question whether, according to the Postal Laws and Regulations, these publications are entitled to such entry or not. This work occupies all the time of 4 clerks and a portion of the time of another as type-writer. This makes a total increase of work that would call for an increase in the clerical force of 17 clerks. Deducting from this the increase received during the last five years—3 clerks—and there remains a deficiency of 14.

It is considered desirable that a change should be made in the system of checking the accounts kept with each postmaster of the supplies of postage-stamps, postal-cards, and stamped envelopes sent to his office; and to perform the additional work that will be thus required will take at least 4 clerks, thus making, with this work added, a total increase of clerical force required, to place the division upon the relative basis of five years ago, of 18. In view of this great increase of business, I must earnestly request that the present clerical force may be increased by at least 10 clerkships, which is an actual increase of only 2 for the performance of the class of work that has increased 30 per cent. in five years.

DIVISION OF REGISTRATION.

The classification and number of pieces of mail matter registered during the fiscal year ending June 30, 1890, are shown as follows:

Domestic letters, 10,299,902; domestic parcels, 1,065,750; foreign letters, 743,599; foreign parcels, 54,918; and free matter, 2,782,912; or a total of 14,947,081.

As compared with the previous fiscal year there was an increase of 609,265, or 6.28 per cent., in domestic letters; of 54,799, or 7.95 per cent., in foreign letters; of 6,092, or 12.47 per cent., in foreign parcels; of 231,871, or 9.08 per cent., in free matter; and a decrease of 16,812, or 1.55 per cent., in domestic parcels; making a total increase of 885,215, or 6.29 per cent., in the number of pieces registered.

The registry fees collected during the year amounted to \$1,216,416.90,

an increase of \$65,334.40, or 5.67 per cent., over those of the preceding year.

Statistics of the registry business will be found in greater detail in tables numbered 13, 14, and 15, hereto appended.

LOSSES.

The total number of complaints received by the Chief Post-Office Inspector was 7,369. Of this number 4,714 were investigated, leaving 2,655 outstanding at the close of the year.

Of the 4,714 cases investigated it was found that there was no loss in 2,763 cases, and the ascertained losses were 1,951, which may be classified as follows:

Losses chargeable to burning of post-offices and postal-cars, wrecks of postal-cars and steamboats, and minor unavoidable accidents.....	769
Losses chargeable to depredations of postal officials.....	420
Losses through postal employes from other causes than theft.....	246
Losses resulting from robbery, etc., by outside parties.....	411
Losses the responsibility for which could not be fixed.....	105

The number of these cases in which recoveries were made and the amounts lost were paid are as follows:

Through the office of the Chief Inspector	480
Through the Dead Letter Office	173
By outside parties, direct to losers.....	67

Total number of cases of recovery 720

It will thus be seen that the total number of cases in which there was no recovery is 1,222, or 1 in every 12,231 pieces registered. Assuming that the proportion of total losses will be as great in the 2,655 cases not yet investigated as in the 4,714 already investigated, the number of absolute losses to the entire 7,369 complaints will reach 1,910, or 1 in every 7,825 pieces registered.

This unusually large percentage of losses is not due to any fault in the registry system, nor to the negligence or dishonesty of postal employes. There have been several exceptional cases—among them the burning of a train on the Union Pacific Railroad and the burglary of the post-office at Albuquerque, N. Mex., in which alone 280 registered pieces were lost—that have tended to greatly increase the number of losses.

The two items "Losses chargeable to burning of post-offices, wrecks of postal cars, etc.," and "Losses resulting from robbery, etc., by outside parties," show 1,180 pieces lost during the past fiscal year, as against 586 pieces lost from the same causes during the preceding year, an increase of 101.4 per cent., while the entire number of ascertained absolute losses in the cases investigated, and the estimated number of absolute losses in the cases yet to be investigated, will show an increase of 67 per cent. for 1890 over the preceding year.

THROUGH REGISTERED POUCH, INNER REGISTERED SACK, AND BRASS-LOCK EXCHANGES.

The transmission of registered matter between central points in through registered pouches and inner registered sacks, closed with the rotary or "tell-tale" locks, and in leather pouches closed with special brass locks that can only be opened at the offices supplied with a special key, is still successfully carried on, as heretofore, save that the number

of some of the exchanges has been increased, while that of others has been diminished.

The following table shows the number of each of these exchanges in operation at the close of the past fiscal year:

Through registered pouch exchanges.....	476
Inner registered sack exchanges.....	445
Brass-lock exchanges.....	220
Total number of all exchanges.....	1,141

INCREASE IN THE REGISTRY BUSINESS.

The following comparisons have been instituted for the purpose of showing the increase in the registry business done during the past fiscal year over that done during each of the five preceding years:

The increase in the total number of pieces registered during the past fiscal year, as compared with the fiscal year ending June 30, 1885, is 3,903,825, or 35.3 per cent., while in registry fees it is \$287,518.50, or 30.9 per cent.; as compared with the year ending June 30, 1886, the increase in the number of pieces registered is 3,298,854, or 28.3 per cent., and in the amount of registry fees collected it is \$246,464.20, or 25.4 per cent.; as compared with the year ending June 30, 1887, the increase in the number of pieces registered is 2,422,660, or 19.3 per cent., and in fees \$181,740.10, or 17.5 per cent.; as compared with the year ending June 30, 1888, the increase in the number of pieces registered is 1,269,912, or 9.2 per cent., and in fees collected \$91,262.50, or 8.1 per cent.; while as compared with the year ending June 30, 1889, the increase in the number of pieces registered is 885,215, or 6.29 per cent., and in fees collected \$65,334.40, or 5.67 per cent.

Table showing the annual increase in the total number of pieces of mail-matter registered and the amount of registry fees collected for each year as compared with the preceding year, from the fiscal year ending June 30, 1885, to and including the fiscal year ending June 30, 1890.

Year.	Pieces registered (increase).		Fees collected (increase).	
	Number.	Per cent.	Amount.	Per cent.
1885.....	203,289	1.8	\$28,180.00	2.9
1886.....	604,971	5.4	41,054.30	4.4
1887.....	676,194	7.5	64,724.10	6.5
1888.....	1,152,748	9.2	90,477.60	8.7
1889.....	384,697	2.8	25,928.10	2.3
1890.....	885,215	6.29	65,334.40	5.67

It is thus evident that the utility and security of the service are commending it to the public, and that its patronage is being increased each year.

INTERNATIONAL REGISTERED POUCH EXCHANGES.

The number of registered pouch exchanges between United States post-offices and offices of Canada, Mexico, and Cuba, respectively, remains unchanged. Some improvement with respect to routes and connections has been made for the registered pouch exchange between St. Paul, Minn., and Winnipeg, Canada. Since the system of international registered pouch exchanges has been established, losses have been al-

most unknown, and the confidence of the public on both sides of our borders is shown in a largely increased business. At Buffalo alone 99,830 registered letters were exchanged with Ontario, Canada, during the last fiscal year.

SPECIAL OFFICE SYSTEM FOR REGISTRY DIVISIONS OF LARGE POST-OFFICES; ALSO PLANS FOR ENCLOSURES AND FIXTURES FOR REGISTRY DIVISIONS.

Several offices have been added to the list of those in which comprehensive changes have been made for the purpose of unifying the methods of keeping books, of making checks and balances, and of providing for individual responsibility in the different processes of working the registered mails.

A new form of slip receipt, to be attached to registered pieces for carrier delivery, has been successfully introduced at three large post-offices, and dispenses at such offices with any necessity for carriers' registry delivery books. The manifold process is used in entering a description of all registered pieces for carrier delivery, the one entry making an office record and also slip receipts, which are detached on perforated lines and are used in taking the signatures of addressees for registered pieces as delivered.

Many plans and designs for registry spaces and fixtures in old as well as new post-office buildings have been prepared under my direction.

REGISTERED PACKAGE ENVELOPES OF EXTRA SIZE.

In the letting of contract on May 28, 1890, for official envelopes, provision was made for a new size of registered package envelope, to measure $11\frac{1}{2}$ inches in length by $6\frac{3}{4}$ inches in breadth. Hitherto special wrappers have been hastily made up of paper, twine, and sealing material, furnished at the cost of the Department, to cover registered letters dispatched to one post-office address, which were too numerous or too bulky in their character for enclosure in registered package envelopes of the ordinary size. The large envelopes will furnish a remedy for inconveniences which have for a long time been experienced at post-offices of the first and second class, to which for the present their use has been restricted. They will also be employed in dispatches between small stations and the post-offices to which they are attached.

SPECIAL FORMS AND SYSTEM FOR REGISTRY BUSINESS AT SMALL OR PARTIAL STATIONS OF POST-OFFICES.

A large number of partial stations have been established during the past year, and the methods of conducting under varying conditions the registry business and dispatches of such stations have been reduced to a system, and forms and instructions issued accordingly.

REGISTRATION WITNESSING BOOKS FOR MAILING DIVISIONS OF CERTAIN POST-OFFICES.

At many of the larger post-offices, clerks of mailing divisions are required to receive and dispatch registered packages and inner sacks which arrive at and leave the post-office with the ordinary mail under cover of iron-lock pouches. After registry divisions have closed business for the day, registered pieces must frequently remain for hours in

charge of mailing clerks, awaiting transfer or dispatch. Hitherto there has been no authorized plan for fixing and limiting individual responsibility in connection with this class of transfers of registered pieces. Consequently a book has been prepared and a system introduced to provide that the deposit of registered matter in or its removal from iron-lock pouches shall be witnessed on the new book with the initials of two clerks of mailing divisions who attend to the locking and unlocking of iron-lock pouches. It is believed that this new record will be of service to post-office inspectors, and that the system itself will be an added safeguard against losses.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,307,680, an increase of 25,220 over the number for the preceding year. Among these letters and parcels 390 contained money; 12,660 contained postage-stamps, stamped envelopes, and postal cards, returned by postmasters for redemption or credit. The number of registered letters and parcels received was 17,845.

Of all the letters received, 19,183 were briefed, recorded, and systematically filed after final action.

The number of letters written, copied, indexed, and mailed by the office was 28,765, exclusive of circular letters and instructions.

PAPERS IN APPENDIX TO THIS REPORT.

In connection with this report, I desire to invite attention to the following named tabular statements and other papers forming an appendix to this report, namely:

No. 1. Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1892.

No. 2. Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1890, the expenditures made out of the same, and balance of unexpended appropriations.

No. 3. Statement showing the increase of revenue by items during the fiscal year ending June 30, 1890, over those of the fiscal year ending June 30, 1889.

No. 4. Statement showing receipts and expenditures by quarters, for the fiscal year ending June 30, 1890, compared with fiscal years ending June 30, 1889, and June 30, 1888.

No. 5. Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1890.

No. 6. Statement showing issues of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by quarterly periods, for the fiscal year ending June 30, 1890.

No. 7. Statement showing issues of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by denominations, for the fiscal year ending June 30, 1890.

No. 8. Statement showing increase or decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, for the fiscal year ending June 30, 1890, as compared with the issue of the preceding year.

No. 9. Statement showing value of postage-stamps issued by fiscal years from their introduction, July 1, 1847, to June 30, 1890.

No. 10. Statement by fiscal years of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1890, with proportion of special-request envelopes from the date of their first issue in May, 1865.

No. 11. Statement by fiscal years of the number of postal-cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1890.

No. 12. Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 13. Statement showing number of registered letters and parcels mailed in each

of the several States and Territories of the United States during the fiscal year ending June 30, 1890.

No. 14. Statement showing the operations of the registry system at thirty of the large post-offices, as compared to the operations of the previous year.

No. 15. Statement showing the number and value of registered letters and parcels dispatched during the fiscal year ending June 30, 1890, for the Post-Office and Treasury Departments.

No. 16. Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1890.

No. 17. Copy of contract for the manufacture and supply of postage-stamps during the four years beginning on January 1, 1890.

No. 18. Copy of contract for the manufacture and supply of postal-cards during the four years beginning October 1, 1890.

No. 19. Copy of contract for the manufacture and supply of stamped envelopes and newspaper wrappers during the four years beginning October 1, 1890.

No. 20. Copy of contract for the manufacture and supply of registered package, tag, official, and dead-letter envelopes during the year beginning July 1, 1890.

I have the honor to be, very respectfully, your obedient servant,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. JOHN WANAMAKER,

Postmaster-General.

No. 1.

POST OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1890.

SIR: I have the honor to submit the following estimates of the appropriations for the service of this office during the fiscal year ending June 30, 1892:

1. For manufacture of adhesive postage and special-delivery stamps.....	\$203,000
2. For pay of agent and assistants to distribute stamps, and expenses of agency.....	9,000
3. For manufacture of stamped envelopes, newspaper wrappers, and letter sheets.....	933,000
4. For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter sheets, and expenses of agency.....	17,800
5. For manufacture of postal-cards.....	214,000
6. For pay of agent and assistants to distribute postal-cards, and expenses of agency.....	7,800
7. For registered package, tag, official, and dead-letter envelopes.....	127,000
8. For ship, steamboat, and way letters.....	2,500
9. For engraving, printing, and binding drafts and warrants.....	4,000
10. For miscellaneous items.....	1,000
Total.....	1,519,100

The above amounts are arrived at by the following calculations:

ADHESIVE STAMPS.

The numbers of the several kinds of adhesive stamps issued during the year ending June 30, 1890, are as follows: Ordinary stamps, 2,219,737,060; postage-due stamps, 13,638,190; newspaper and periodical stamps, 3,762,398; special-delivery stamps, 2,120,890. The rate of increase in the principal of these items, that of the ordinary postage-stamps, over the issue of the previous year was about 13 per cent., an unusually large increase, which was due mainly to the stocking up of post-offices with a new series of postage-stamps introduced by the Department during the year. Assuming, however, that the increase in all the several issues of stamps will average 10 per cent. per annum, which is not unreasonable, the numbers to be required during the year ending June 30, 1892, with their cost, calculated at the present contract rates, are as follows:

2,685,881,842 ordinary stamps, at 7.47 cents a thousand.....	\$200,635
18,502,299 postage-due stamps, at 8.49 cents a thousand.....	1,401
4,552,506 newspaper and periodical stamps, at 18 cents a thousand.....	819
2,566,276 special-delivery stamps, at 18 cents a thousand.....	462
Total.....	203,317

The estimate may be fixed in round numbers at \$203,000. The present appropriation is \$173,000.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

The actual cost of these articles issued during the year ending June 30, 1890, (inclusive of \$5,829.37 paid out of the deficiency appropriation act approved September 30, 1890, and not appearing in the report of the Sixth Auditor), aggregated \$859,180.37, which is an increase over the cost of the issues of the previous year of over 14 per cent. This ratio of increase is unusually large and will not probably continue; but it is hardly thought safe to base the estimate for future issues of envelopes on a less rate than 10 per cent., which, making allowance for a general reduction in the contract rates for manufacturing the envelopes, produces (omitting cents in the calculation) the following result:

Cost of stamped envelopes, newspaper wrappers, and letter sheets during the year ending June 30, 1890.....	\$859,180
Add 10 per cent. for increase.....	85,918
Gives cost, at old contract rates, for year ending June 30, 1891.....	945,098
Add 10 per cent. again.....	94,509
Gives cost, at old contract rates, for year ending June 30, 1892.....	1,039,607
Deduct, for reduction in rates of manufacture under new contract (reduction averaging 10.3 per cent.).....	107,079
Leaves net amount required.....	932,528

The estimate may be fixed at \$933,000. The present appropriation is \$875,000.

POSTAL-CARDS.

The number of postal-cards issued to postmasters during the year ending June 30, 1890, was 429,515,350, which is an increase of 11 per cent. over the issue of the preceding year. During the present and coming fiscal years it is quite likely that the ratio of increase in issues will be nearly as great—say 10 per cent.—which will produce an issue during the year ending June 30, 1892, of 519,713,573. Heretofore postal-cards of but one size have been issued; but the present contract for their manufacture provides for three different sizes and qualities, with different prices, and the Department has made arrangements to begin the issue of the new sizes at an early day. The estimated proportions of these three kinds, making up the above total, and the cost of their manufacture at present contract rates, are as follows:

119,713,573 cards of size No. 1, at 37 cents a thousand	\$44,294
200,000,000 cards of size No. 2, at 25 cents a thousand	70,000
200,000,000 cards of size No. 3, at 50 cents a thousand	100,000
Total	214,294

The estimate is put in round numbers at \$214,000. The present appropriation is \$180,000.

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

The cost of registered-package, tag, official, and dead-letter envelopes issued during the year ending June 30, 1890, was \$107,845.50, which is an increase of about 8½ per cent. over the cost of these articles during the preceding year. It is reasonable to suppose that this ratio of increase will continue; it is therefore adopted as the basis of the present estimate:

Cost of envelopes during the year ending June 30, 1890	\$107,843
Add 8½ per cent. for increase	9,167
Gives estimated cost for year ending June 30, 1891	117,010
Add 8½ per cent. again	9,946
Gives estimated cost for year ending June 30, 1892	126,956

The estimate in round numbers is \$127,000. The present appropriation is \$116,000.

POSTAGE-STAMP, STAMPED ENVELOPE, AND POSTAL-CARD AGENCIES.

The following-named amounts, being the same as provided for by current appropriations, except in the case of the stamped-envelope agency, will be needed by the several distributing agencies, namely:

For the postage-stamp agency	\$2,000
For the stamped-envelope agency	17,800
For the postal-card agency	7,800

The increase of \$1,800 for the stamped-envelope agency contemplates the employment of one additional clerk at \$1,200, and one laborer at \$600. The present appropriation of \$16,000 has not been increased since 1876, since which time the number of stamped envelopes issued has more than trebled. It is desirable that the envelopes be furnished on requisitions with the greatest promptness after their receipt, and the work is now being delayed for want of an adequate force.

SHIP, STEAMBOAT, AND WAY LETTERS.

Under the law, owners and masters of vessels not regularly engaged in the transportation of the mails are entitled to compensation on their arrival in port for letters brought and delivered by them to post-offices for transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery, in addition to the regular postage, which amount is therefore made good to the Government.

The appropriation for the current year is \$2,500, which is estimated to be sufficient for the coming year.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

The amount required for this purpose will be \$500 more than is provided by the current appropriation, namely, \$4,000; the increase being due to the constant increase in the number of drafts and warrants issued.

MISCELLANEOUS.

The same amount is asked for this purpose as is provided by the current appropriation, namely, \$1,000.

The increase of the estimates for the next fiscal year over the expenditures for the last fiscal year is shown in the following tabular statement:

Items.	Expenditure year ending June 30, 1890.	Estimates of appropriation year ending June 30, 1892.	Increase of estimates for year 1892 over ex- penditures for year 1890.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps.....	*\$161,352.68	203,000	41,647.32	25.8
Postage-stamp agency.....	8,117.41	9,000	882.59	10.9
Stamped envelopes, newspaper wrappers, and let- ter sheets.....	†859,180.37	933,000	73,819.63	8.6
Stamped-envelope agency.....	15,360.00	17,800	2,440.00	15.9
Postal-cards.....	156,056.80	214,000	57,943.20	37.1
Postal-card agency.....	7,208.47	7,800	591.53	8.2
Registered package, tag, official, and dead letter en- velopes.....	107,843.50	127,000	19,156.50	17.7
Ship, steam-boat, and way letters.....	1,211.84	2,500	1,288.16	106.3
Engraving, printing, and binding drafts and war- rants.....	2,878.50	4,000	1,121.50	38.6
Miscellaneous items.....	90.15	1,000	909.85	1092.6
Total.....	1,819,299.72	1,519,100	199,900.28	15.1

* This is inclusive of \$5,478.68 paid out of the deficiency appropriation act approved September 30, 1890, and which does not appear in the report of the Sixth Auditor.

† Inclusive of \$6,829.37 paid out of the deficiency appropriation and not appearing in Auditor's report.

The excess of the above estimates over the present appropriations is shown in the following table:

Items.	Appropriations year ending June 30, 1890.	Estimates year ending June 30, 1892.	Increase of estimates for year 1892 over appropriation for 1891.	
			Amount.	Per cent.
Adhesive postage and special-delivery stamps.....	\$173,000	\$203,000	\$30,000	17.3
Postage-stamp agency.....	9,000	9,000	-----	-----
Stamped envelopes, newspaper wrappers, and let- ter sheets.....	875,000	933,000	58,000	6.6
Stamped-envelope agency.....	16,000	17,800	1,800	11.2
Postal-cards.....	180,000	214,000	34,000	18.9
Postal-card agency.....	7,800	7,800	-----	-----
Registered package, tag, official, and dead-letter envelopes.....	116,000	127,000	11,000	9.5
Ship, steam-boat, and way letters.....	2,500	2,500	-----	-----
Engraving, printing, and binding drafts and war- rants.....	3,800	4,000	500	14.3
Miscellaneous items.....	1,000	1,000	-----	-----
Total.....	1,383,800	1,519,100	135,300	9.8

Yours, very respectfully,

A. D. HAZEN,
Third Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

No. 2.—Statement showing appropriations and expenditures for the fiscal year ending June 30, 1890.

Items.	Amount of appropriation.	By accounts up to September 30.		
		Amount of expenditures.	Balance unexpended.	Excess of expenditures.
Office of the Postmaster-General:				
For mail depredations and post-office inspectors, and fees to United States marshals, attorneys, etc.	\$200,000.00	\$191,827.86	\$8,172.14	-----
For advertising.....	18,000.00	17,126.76	873.24	-----
For miscellaneous items.....	1,500.00	922.93	577.07	-----
Office of the First Assistant Postmaster-General:				
For compensation to postmasters.....	13,600,000.00	13,753,095.69	-----	\$153,095.69
For compensation to clerks in post-offices.....	6,550,000.00	6,515,943.23	34,056.77	-----
For rent, light, and fuel for first and second class post-offices.....	610,000.00	579,069.62	30,930.38	-----
For rent, light, and fuel for third-class post-offices.....	505,080.00	422,164.15	82,915.85	-----
For miscellaneous and incidental items for first and second class post-offices, including furniture.....	110,000.00	103,139.61	6,860.39	-----
For free-delivery service.....	8,000,000.00	7,975,845.35	24,154.65	-----
For stationery in post-offices.....	57,500.00	51,971.09	5,528.91	-----
For wrapping twine.....	85,000.00	78,033.88	6,966.12	-----
For wrapping paper.....	50,000.00	49,898.78	101.22	-----
For letter balances, scales, and test-weights.....	15,000.00	14,989.20	10.80	-----
For postmarking and rating stamps, and ink, and pads for stamping and cancelling purposes.....	35,000.00	33,294.68	1,705.32	-----
For packing-boxes, saw-dust, paste, and hardware.....	3,000.00	1,413.48	1,586.52	-----
For printing facingslips, labels, blanks, and books for first and second class post-offices.....	7,000.00	5,355.26	1,644.74	-----
Office of the Second Assistant Postmaster-General:				
For inland mail transportation—star routes.....	5,650,000.00	5,320,732.37	329,267.63	-----
For inland mail transportation—steamboat routes.....	462,689.79	444,343.64	18,346.15	-----
For mail-messenger service.....	1,000,000.00	974,660.70	25,339.24	-----
For mail bags and mail-bag catchers.....	225,000.00	160,143.80	64,856.20	-----
For mail locks and keys.....	15,000.00	8,831.42	6,168.58	-----
For repair shop for mail bags and mail locks and keys.....	10,000.00	9,646.18	353.82	-----
For inland mail transportation—rail-road routes.....	19,646,980.94	19,087,274.57	559,706.37	-----
For railway post-office car service.....	2,260,000.00	2,203,151.01	56,848.99	-----
For railway post-office clerks.....	5,600,000.00	5,562,844.35	37,155.65	-----
For necessary and special facilities on trunk lines.....	295,655.38	292,971.93	2,683.45	-----
For miscellaneous items.....	1,000.00	519.99	480.01	-----
Office of the Third Assistant Postmaster-General:				
For postage-stamps.....	165,874.00	155,874.00	10,000.00	-----
For postage-stamp agency.....	9,000.00	8,117.41	882.59	-----
For stamped envelopes, newspaper wrappers, and letter sheets.....	868,351.00	852,351.00	16,000.00	-----
For stamp-envelope agency.....	16,000.00	15,360.00	640.00	-----
For postal-cards.....	228,781.00	156,056.80	73,724.20	-----
For postal-card agency.....	7,800.00	7,208.47	591.53	-----
For registered-package, tag, official, and dead-letter envelopes.....	109,745.00	107,843.50	1,901.50	-----
For ship, steamboat, and way letters.....	2,500.00	1,211.84	1,288.16	-----
For engraving, printing, and binding drafts and warrants.....	3,000.00	3,000.00	-----	-----
For special delivery service.....	141,502.26	141,502.26	-----	-----
For miscellaneous items.....	1,000.00	90.15	909.85	-----
Office of the Superintendent of Foreign Mails:				
For transportation of foreign mails.....	655,000.00	563,106.85	91,893.15	-----
For balance due foreign countries.....	100,000.00	59,904.74	40,095.26	-----
For United States delegates to Vienna Postal Congress.....	5,000.00	-----	5,000.00	-----
	67,326,959.37	65,930,838.61	1,649,216.45	153,095.69

No. 3.—Statement showing the increase of revenue from various sources during the fiscal year ending June 30, 1890, over receipts during the fiscal year ending June 30, 1889.

Items.	Gross receipts.		Amount of increase over 1889.	Amount of decrease from 1889.	Per cent.
	Year ending June 30, 1890.	Year ending June 30, 1889.			
1. Letter-postage paid in money.....	\$108,725.41	\$176,612.28	.....	\$67,886.87	38.4
2. Box-rents.....	2,257,505.70	2,188,578.98	\$68,926.72	.....	3.1
3. Fines and penalties.....	6,810.26	19,900.20	.....	13,089.94	65.7
4. Sale of postage-stamps, stamped envelopes, newspaper-wrappers, and postal cards.....	57,651,724.58	52,953,101.83	4,698,622.75	.....	8.8
5. Amount taken from dead letters, for which no owners could be found.....	12,310.73	12,722.38	.....	411.65	3.2
6. Revenue from money-order business.....	824,220.24	787,804.81	36,415.43	.....	4.6
7. Miscellaneous collections.....	20,801.00	36,890.70	.....	16,089.70	43.6
Total.....	60,882,097.92	56,175,611.18	4,803,964.90	97,478.16	*8.37
	56,175,611.18	.....	97,478.16	.....	.....
	4,706,486.74	.....	14,706,486.74	.....	.....

* Per cent. net increase.

† Net increase.

No. 4.—Statement of receipts and expenditures by quarters for fiscal year ending

REC

	Quarter ending Sep- tember 30, 1889.	Quarter ending De- cember 31, 1889.	Quarter ending March 31, 1890.	Quarter ending June 30, 1890.
Letter-postage paid in money.....	\$23,180.72	\$76,521.76	\$7,113.96	\$1,906.97
Box-rents.....	547,150.57	559,147.53	570,782.83	580,415.77
Fines and penalties.....	8,455.44	342.77	492.95	519.10
Postage-stamps, stamped envelopes, news- paper-wrappers, and postal-cards.....	13,096,494.83	14,981,723.01	15,167,827.10	14,405,679.64
Dead letters.....	2,938.07	3,657.81	2,610.39	3,104.46
Revenue from money-order business.....	182,617.69	247,609.99	200,230.70	193,571.86
Miscellaneous.....	6,720.80	5,850.57	4,010.84	4,718.79
	13,864,767.12	15,874,363.44	15,953,058.77	15,180,918.50

EXPENDITURES.

Office of the Postmaster-General:				
For mail depredations and post-office inspectors and fees to United States marshals, attorneys, etc.....	\$48,505.87	\$50,966.41	\$44,408.50	\$47,837.06
For advertising.....	4,210.34	3,335.67	4,798.57	4,782.18
For miscellaneous items.....	15.18	296.56	541.00	70.25
Office of the First Assistant Postmaster- General:				
For compensation to postmasters.....	3,285,535.26	3,447,089.23	3,546,061.59	3,474,406.61
For compensation to clerks in post-offices.....	1,559,268.26	1,606,068.17	1,663,418.05	1,667,190.75
For rent, light, and fuel for first and second class post-offices.....	130,206.71	133,972.71	157,242.15	152,648.05
For rent, light, and fuel for third class post-offices.....	84,294.30	115,534.68	106,653.06	115,682.11
For miscellaneous and incidental items for first and second class post-offices, including furniture.....	18,101.76	23,349.51	29,279.94	33,468.40
For free-delivery service.....	1,961,209.54	1,983,209.47	2,001,351.03	2,030,075.31
For stationery in post-offices.....	10,354.59	10,128.66	19,914.19	11,573.45
For wrapping-twine.....	11,234.60	23,889.93	20,502.67	22,466.66
For wrapping-paper.....	13,367.08	13,074.20	12,161.60	11,356.66
For letter balances, scales, and test- weights.....	5,134.15	3,273.45	6,039.60	542.00
For postmarking and rating stamps, and ink and pads for stamping and canceling purposes.....	6,603.68	9,036.09	6,551.60	11,103.21
For packing-boxes, saw-dust, paste, and hardware.....	302.50	25.00	664.78	421.20
For printing facing slips, labels, blanks, and books for first and second class post-offices.....	715.09	1,139.44	1,571.97	1,928.76
For compensation of postmasters, read- justed act of March 3, 1883.....				
Office of the Second Assistant Postmaster- General:				
For inland mail transportation, star routes.....	1,312,500.68	1,338,341.76	1,325,875.45	1,344,014.48
For inland mail transportation, steam- boat routes.....	119,288.03	106,090.72	104,804.09	114,180.80
For mail-messenger service.....	237,403.98	241,234.60	244,902.58	251,119.51
For mail bags and mail-bag catchers.....	28,660.40	61,808.51	30,104.38	39,575.48
For mail locks and keys.....	846.17	2,410.92	4,581.76	992.57
For repair shop for mail bags and mail locks and keys.....	5,454.67	1,807.62	750.00	1,633.90
For inland mail transportation, railroad routes.....	4,742,377.33	4,787,694.90	4,841,123.81	4,716,078.43
For railway post-office car service.....	532,000.29	541,797.63	554,967.01	574,386.18
For compensation of railway post-office clerks.....	1,330,203.48	1,385,536.34	1,406,929.41	1,440,175.12
For necessary and special facilities on trunk lines.....	73,865.42	72,967.64	73,855.42	72,273.45
For miscellaneous items.....	93.85	109.56	57.28	259.39

THIRD ASSISTANT—RECEIPTS AND EXPENDITURES. 879

June 30, 1890, compared with fiscal years ending June 30, 1889, and June 30, 1888.

EIPTS.

Total for the year ending June 30, 1890.	Total expenditures on account of previous fiscal years.	Total for the year ending June 30, 1889.	Comparison with year ending June 30, 1889.		Total for the year ending June 30, 1888.	Comparison with year ending June 30, 1888.	
			Increase.	Decrease.		Increase.	Decrease.
\$108,725.41	\$176,612.28	.....	\$67,886.87	\$61,903.40	\$46,822.01	.....
2,257,505.70	2,188,578.98	\$68,926.72	.....	2,178,284.05	84,221.65	.....
6,810.26	18,900.20	.....	13,089.94	19,583.76	.....	\$12,773.50
57,651,724.58	52,952,101.83	4,699,622.75	.....	49,544,272.72	8,107,451.86	.....
12,310.73	12,722.38	.....	411.65	9,117.72	3,193.01	.....
824,220.24	787,804.81	36,415.43	.....	798,317.83	25,902.41	.....
20,801.00	36,890.70	.....	16,089.70	88,607.31	.....	67,896.31
60,882,097.92	56,175,611.18	4,803,964.90	97,478.16	53,695,176.79	8,267,590.94	80,669.81
56,175,611.18	97,478.16	.....	60,882,097.92	80,669.81	.....
4,706,486.74	4,706,486.74	.....	8,186,921.13	8,186,921.13	.....

EXPENDITURES.

\$191,837.86	\$741.02	\$197,031.91	.....	\$5,204.05	\$290,934.35	.....	\$99,106.49
17,125.76	142.17	15,864.88	\$1,261.88	.....	13,058.41	\$4,068.85	.....
922.98	.....	129.18	793.75	.....	192.06	730.88	.....
13,753,095.69	5,729.88	13,168,990.99	584,104.70	.....	12,589,768.66	1,168,327.03	.....
6,515,943.23	5,459.84	5,919,301.69	593,641.54	.....	5,505,519.07	1,010,424.16	.....
579,069.62	8,168.38	529,879.12	49,190.50	.....	.....	579,069.62	.....
422,164.15	28,421.43	286,102.52	136,061.63	.....	503,111.89	.....	80,947.24
103,139.61	2,111.57	85,158.17	17,981.44	.....	76,980.65	26,158.46	.....
7,975,845.35	1,668.91	6,967,899.84	1,017,945.51	.....	5,422,379.42	2,553,465.93	.....
51,971.09	259.80	42,676.76	9,094.33	.....	49,868.55	2,102.54	.....
78,032.88	.....	71,439.23	6,594.65	.....	71,175.77	6,858.11	.....
49,998.78	.....	44,074.00	5,824.78	.....	43,997.55	5,901.23	.....
14,989.20	.....	14,954.80	34.40	.....	16,999.92	.....	2,010.72
33,294.68	.....	36,366.16	.....	3,071.48	29,999.71	3,294.97	.....
1,413.48	.....	.....	1,413.48	.....	.....	1,413.48	.....
5,355.26	.....	.....	5,355.26	.....	.....	5,355.26	.....
.....	16,188.81	.....	.....	.....	.....	.....	.....
5,320,782.37	23,557.85	5,177,196.43	143,536.94	.....	5,018,178.22	305,554.15	.....
444,343.64	769.21	427,896.98	16,456.66	.....	409,872.56	34,471.08	.....
974,690.76	2,451.54	928,747.09	47,913.67	.....	851,709.39	122,951.37	.....
160,143.80	4,491.77	179,965.25	.....	19,821.45	248,592.67	86,448.87	.....
8,831.48	.....	14,827.03	.....	5,995.61	22,590.54	13,699.12	.....
9,646.18	.....	.....	9,646.18	.....	.....	9,646.18	.....
19,087,274.57	198,810.60	17,843,357.70	1,243,916.87	.....	15,790,841.51	3,296,438.06	.....
2,203,181.01	452.54	1,991,068.61	212,084.40	.....	1,822,964.37	380,196.64	.....
5,562,844.35	4,222.37	5,234,067.09	328,777.26	.....	4,967,302.17	595,542.18	.....
292,971.93	.....	293,038.87	.....	66.94	293,299.16	.....	327.23
519.99	.....	486.86	33.13	.....	294.50	225.49	.....

No. 4.—Statement of receipts and expenditures by quarters for fiscal year ending June 30,

EXPENDITURES

	Quarter ending Sep- tember 30, 1889.	Quarter ending De- cember 31, 1889.	Quarter ending March 31, 1890.	Quarter ending June 30, 1890.
Office of the Third Assistant Postmaster-General:				
For postage-stamps	\$38,289.24	\$36,771.23	\$44,180.28	\$36,633.25
For postage-stamp agency	1,974.95	1,898.90	2,073.56	2,170.00
For stamped envelopes, newspaper-wrappers, and letter-sheets	195,471.31	224,657.34	225,124.28	207,098.07
For stamped-envelope agency	3,958.00	3,800.00	3,800.00	2,802.09
For postal-cards	35,096.43	37,759.85	39,481.68	43,718.84
For postal-card agency	1,968.28	1,809.45	1,895.58	1,535.16
For registered package, tag, official, and dead-letter envelopes	26,245.49	24,079.07	31,025.40	26,493.54
For ship, steamboat, and way letters	426.46	308.82	219.02	257.54
For engraving, printing, and binding drafts and warrants	1,968.40	220.50	699.60	.....
For special delivery	32,086.75	36,161.13	34,665.05	38,589.33
For miscellaneous items .....	.....	.....	57.30	32.85
Office of the Superintendent of Foreign Mails:				
For transportation of foreign mails	132,985.19	151,717.80	142,849.49	135,554.37
For balance due foreign countries .....	.....	57,481.67	2,423.67	.....
For claim of Gardner B. Hubbard as railroad commissioner (act March 3, 1885) .....	.....	.....	.....	.....
For rent of Washington city post-office .....	.....	.....	.....	.....
	15,992,321.71	16,544,890.20	16,737,515.30	16,755,989.90

Comparison of receipts, including revenue from money-order business:

Increase over year ending June 30, 1889, \$4,706,466.74, or 8.37+ per cent.

Increase over year ending June 30, 1888, \$8,186,921.13, or 15.53+ per cent.

Comparison of receipts, excluding revenue from money-order business:

Increase over year ending June 30, 1889, \$4,670,071.31, or 8.4+ per cent.

Increase over year ending June 30, 1888, \$8,161,018.72, or 15.7+ per cent.

1890, compared with fiscal years ending June 30, 1889, and June 30, 1888—Continued.

—Continued.

Total for the year ending June 30, 1890.	Total expenditures on account of previous fiscal years.	Total for the year ending June 30, 1889.	Comparison with year ending June 30, 1889.		Total for the year ending June 30, 1888.	Comparison with year ending June 30, 1888.	
			Increase.	Decrease.		Increase.	Decrease.
\$155,874.00	.....	\$139,002.71	\$16,811.29	.....	\$132,411.00	\$23,468.00	.....
8,117.41	.....	7,414.74	702.67	.....	7,558.04	559.27	.....
852,361.00	\$3,477.92	759,203.37	102,147.63	.....	710,884.93	141,468.07	.....
15,380.00	.....	15,747.18	.....	\$367.18	15,859.03	.....	\$499.03
156,056.80	.....	189,159.82	.....	33,103.02	199,828.50	.....	43,769.70
7,208.47	11.60	7,705.09	.....	496.62	8,916.50	.....	1,707.03
107,843.50	.....	99,388.00	8,455.50	.....	87,488.60	20,354.90	.....
1,211.84	.....	1,273.48	.....	61.64	1,428.71	.....	216.87
2,878.50	.....	2,499.60	378.90	.....	2,445.50	433.00	.....
141,502.26	60.00	121,967.05	19,515.21	.....	109,015.64	32,486.62	.....
90.15	.....	14.55	75.60	.....	210.10	.....	119.95
563,106.85	523.67	523,522.97	39,583.88	.....	448,365.51	114,741.34	.....
59,904.74	14,785.95	60,160.52	.....	255.78	31,408.19	28,406.55	.....
.....	5,324.42	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	5,000.00	.....	5,000.00
65,930,717.11	328,821.85	61,376,847.24	4,622,333.64	68,463.77	55,795,357.84	10,469,181.52	333,822.25
61,376,847.24	.....	.....	68,463.77	.....	65,930,717.11	233,822.25	.....
4,553,869.87	.....	.....	4,553,869.87	.....	10,135,359.27	10,135,359.27	.....

Comparison of expenditures:

Increase over year ending June 30, 1889, \$4,553,869.87, or 7.4+ per cent.

Increase over year ending June 30, 1888, \$10,135,359.27, or 18.1+ per cent.

Total expenditures for transportation of domestic mails:

For year ending June 30, 1890, \$28,323,134.28.

For year ending June 30, 1889, \$26,659,292.68.

For year ending June 30, 1888, \$24,182,865.21.

Increase over year ending June 30, 1889, \$1,663,841.60, or 6.2+ per cent.

Increase over year ending June 30, 1888, \$4,139,269.07, or 17.1+ per cent.

No. 5.—Statement of receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1890.—Continued.

Depositories.	Amount of warrants drawn.	Increase in amount of warrants drawn over 1889.	Decrease in amount of warrants drawn from 1889.	Amount of warrants paid.	Amount of warrants outstanding June 30, 1890.	Amount of balances as per transcript June 30, 1890.	Amount of warrants outstanding June 30, 1890.	Amount of balances and feet to draw June 30, 1890.
Treasurer United States, Washington, D. C.	\$603,250.96	\$386,817.90	\$182,341.00	\$894,573.07	\$2,826.44	\$330,867.74	91,804.97	\$618,068.77
Assistant Treasurer United States, Baltimore, Md.	467,735.87		37,421.83	496,434.46	2,164.64	77,631.70	1,371.43	76,300.87
Assistant Treasurer United States, Boston, Mass.	1,601,127.11		177,772.02	1,681,098.71	3,678.91	656,614.06	2,092.81	653,031.75
Assistant Treasurer United States, Chicago, Ill.	6,422,176.33		2,991.04	6,300,497.48	10,492.12	223,263.05	9,066.48	1,234,106.57
Assistant Treasurer United States, Cincinnati, Ohio	1,639,870.66			1,963,833.03	4,492.83	323,197.84	8,376.41	234,918.78
Assistant Treasurer United States, New Orleans, La.	1,133,684.51	48,705.33		1,133,241.82	6,066.20	107,433.93	7,038.89	100,415.03
Assistant Treasurer United States, New York, N. Y.	1,071,323.58	1,405,192.12		12,066,001.90	49,942.63	1,410,183.29	46,238.98	1,363,653.81
Assistant Treasurer United States, Philadelphia, Pa.	2,837,810.51	238,363.22		2,937,706.69	8,631.90	917,360.66	3,181.73	814,138.97
Assistant Treasurer United States, San Francisco, Cal.	1,068,822.07	37,811.31		1,063,716.30	9,961.81	396,787.10	9,197.28	386,088.82
Assistant Treasurer United States, St. Louis, Mo.	2,707,068.74	207,560.94		2,718,164.81	10,376.99	446,667.63	9,296.93	437,370.70
People's National Bank, Charleston, S. C.						100.00		100.00
First National Bank, Milwaukee, Wis.								
Omaha National Bank, Omaha, Nebr.								
First National Bank, Nashville, Tenn.								
National City Bank, Grand Rapids, Mich.						163.57		163.57
Merchants' National Bank, Savannah, Ga.								
Second National Bank, St. Paul, Minn.						280.41		280.41
State National Bank, Springfield, Ill.								
First National Bank, Portland, Oreg.						20.00		20.00
Indianapolis National Bank, Indianapolis, Ind.						128.00		128.00
Merchants' National Bank, Portland, Me.						20.00		20.00
First National Bank, Leavenworth, Kans.								
Planters' National Bank, Richmond, Va.						480.00		480.00
Charter Oak National Bank, Hartford, Conn.								
Commercial National Bank, Detroit, Mich.								
German National Bank, Little Rock, Ark.						589.62		589.62
East Tennessee National Bank, Knoxville, Tenn.						148.00		148.00
Merchants' National Bank, Burlington, Vt.						98.00		98.00
Colorado National Bank, Denver, Colo.						150.00		150.00
Gato City National Bank, Atlanta, Ga.								
State National Bank, Memphis, Tenn.								
Union National Bank, Salt Lake City, Utah								
First National Bank, Toledo, Ohio						561.95		561.95
First National Bank, Wilmington, Del.						285.00		285.00
First National Bank, Albuquerque, N. Mex.								
National Bank of Commerce, Cleveland, Ohio								
Third National Bank, Buffalo, N. Y.						600.00		600.00
First National Bank, Los Angeles, Cal.								
First National Bank, Covington, Ky.								
First National Bank, Birmingham, Ala.								
First National Bank, Detroit, Mich.								

First National Bank, Madison, Wis.	81,285,747.85	2,524,866.91	390,525.68	31,231,064.92	104,049.15	5,842,719.11	98,731.83	5,742,967.81
First National Bank, Portland, Me.		390,525.68						
First National Bank, Portland, N. H.								
First National Bank, Providence, R. I.								
First National Bank, St. Paul, Minn.								
First National Bank, Trenton, N. J.								
First National Bank, Trenton, N. J.								
American National Bank, Dallas, Tex.								
American National Bank, Dallas, Tex.								
Citizens' National Bank, Daymond, Iowa.								
National Bank of Huntville, Huntville, Ala.								
Assistant Treasurer, United States, New Orleans, La.*								
United States depository, Little Rock, Ark.*								
United States depository, Merchants' Bank, Savannah, Ga.*								
United States depository, Galveston, Tex.*								
Total	81,285,747.85	2,524,866.91	390,525.68	31,231,064.92	104,049.15	5,842,719.11	98,731.83	5,742,967.81
		390,525.68						
		*2,133,841.23						

Not increase.

Old accounts.

No. 5.—*Statement of receipts and disbursements at Treasury depositories, etc.*—Continued.

COMPARISON BETWEEN FISCAL YEARS ENDING JUNE 30, 1890, AND JUNE 30, 1889.

Deposits for year ending June 30, 1890	\$25,325,842.57
Deposits for year ending June 30, 1889	23,681,442.45
Increase	1,644,400.12
Grants from Treasury for year ending June 30, 1890	7,260,000.00
Grants from Treasury for year ending June 30, 1889	2,870,639.12
Increase	4,389,360.88
Increase of receipts over year ending June 30, 1889	1,655,965.16
Decrease of receipts from year ending June 30, 1889	11,593.04
Net increase	1,644,400.12
Amount of warrants drawn for year ending June 30, 1890	31,225,747.35
Amount of warrants drawn for year ending June 30, 1889	29,091,906.12
Increase	2,133,841.23
Balance subject to draft June 30, 1890	5,743,987.63
Balance subject to draft June 30, 1889	4,443,882.31
Increase	1,300,095.22
Total number warrants issued during year ending June 30, 1890	105,812
Total number warrants issued during year ending June 30, 1889	103,065
Decrease	2,757

No. 6.—*Postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards issued during fiscal year ending June 30, 1890.*

ORDINARY POSTAGE-STAMPS.

Denomination.	Quarter ending Sept. 30, 1889.	Quarter ending Dec. 31, 1889.	Quarter ending Mar. 31, 1890.	Quarter ending June 30, 1890.	Total.
1-cent	164,097,000	88,688,400	154,806,500	143,659,400	531,251,300
2-cent	455,183,500	305,910,500	424,057,300	390,981,500	1,576,117,800
3-cent	3,589,900	1,085,500	2,805,400	2,698,500	10,180,300
4-cent	5,872,150	2,184,050	5,050,800	3,782,200	16,889,200
5-cent	12,815,920	6,501,240	10,411,180	9,861,580	39,589,920
6-cent	223,500	17,100	612,650	465,950	1,320,200
10-cent	6,429,050	4,427,610	6,671,150	4,961,210	22,489,020
15-cent	802,580	218,680	334,880	235,700	1,392,840
20-cent	154,080	66,860	154,300	90,840	466,080
30-cent	15,470	2,150	34,900	15,850	68,430
10-cent special de- livery	719,130	359,610	528,810	515,340	2,120,890
Total	649,704,270	409,461,700	605,468,910	557,226,070	*2,221,857,950
Value	\$12,608,501.00	\$7,984,626.00	\$11,720,502.00	\$10,632,568.00	\$42,946,197.00

* 7,600 of the above were specimens.

NEWSPAPER AND PERIODICAL STAMPS.

1-cent	202,610	168,830	188,200	198,750	758,390
2-cent	153,240	141,780	150,150	160,000	605,370
3-cent	67,070	63,980	58,600	62,800	252,450
4-cent	102,555	86,615	88,000	91,700	368,870
6-cent	61,445	59,020	64,800	67,975	253,240
8-cent	48,895	45,275	48,125	55,625	197,920
10-cent	118,245	101,975	105,180	109,770	435,170
12-cent	50,620	49,935	57,850	59,120	217,525
24-cent	40,690	38,225	43,625	41,125	163,525
36-cent	20,490	17,865	21,710	20,575	80,640
48-cent	14,620	12,415	16,450	16,350	59,835
60-cent	15,750	13,235	16,645	18,020	63,650
72-cent	10,165	8,470	11,250	11,100	40,985
84-cent	8,685	6,585	11,435	9,100	35,795
96-cent	22,050	18,180	18,800	22,135	80,165
192-cent	14,215	12,160	12,950	11,975	51,300
2-dollar	10,992	8,128	10,975	12,968	42,773

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, etc.*—Continued.

NEWSPAPER AND PERIODICAL STAMPS—Continued.

Denomination.	Quarter ending Sept. 30, 1889.	Quarter ending Dec. 31, 1889.	Quarter ending Mar. 31, 1890.	Quarter ending June 30, 1890.	Total.
6-dollar.....	5, 179	5, 075	5, 025	5, 325	20, 604
9-dollar.....	3, 354	2, 544	3, 695	2, 656	12, 249
12-dollar.....	3, 978	2, 347	3, 565	3, 010	12, 900
24-dollar.....	1, 327	1, 056	1, 530	1, 140	5, 053
36-dollar.....	635	442	665	695	2, 437
48-dollar.....	310	490	456	356	1, 602
60-dollar.....	1, 065	1, 095	1, 985	2, 515	6, 660
Total.....	977, 645	865, 102	937, 966	981, 685	3, 762, 398
Value.....	\$408, 515. 00	\$851, 613. 00	\$470, 511. 00	\$481, 425. 00	\$1, 711, 464. 00

POSTAGE-DUE STAMPS.

1-cent.....	1, 980, 200	1, 540, 900	1, 711, 800	1, 839, 300	7, 072, 200
2-cent.....	1, 281, 200	1, 059, 100	1, 051, 100	1, 253, 000	4, 624, 400
3-cent.....	23, 200	77, 500	25, 250	18, 000	138, 950
5-cent.....	133, 160	100, 080	140, 370	131, 300	504, 890
10-cent.....	300, 390	282, 260	383, 020	320, 840	1, 286, 510
30-cent.....	5, 450	1, 050	1, 310	3, 100	10, 910
50-cent.....	100	.....	130	100	330
Total.....	3, 703, 700	3, 060, 870	3, 312, 980	3, 580, 640	13, 638, 190
Value.....	\$84, 104. 00	\$72, 460. 00	\$84, 676. 00	\$83, 472. 00	\$324, 712. 00

STAMPED ENVELOPES (PLAIN) AND NEWSPAPER WRAPPERS.

1 cent.....	11, 236, 500	12, 261, 000	13, 439, 750	12, 784, 000	49, 721, 250
2-cent.....	35, 978, 100	45, 162, 800	44, 335, 750	38, 691, 750	164, 168, 400
4-cent.....	6, 800	17, 950	9, 000	10, 050	43, 800
5-cent.....	61, 250	47, 750	40, 000	84, 000	233, 000
10-cent.....	.....	6, 000	500	2, 000	8, 500
30-cent.....	.....	.....	250	1, 000	1, 250
50-cent.....	.....	.....	250	250	500
1-cent wrappers.....	10, 681, 250	10, 461, 250	12, 092, 000	11, 840, 250	45, 074, 750
2-cent wrappers.....	901, 000	663, 000	773, 250	1, 032, 750	3, 370, 000
Total.....	58, 864, 400	68, 619, 750	70, 690, 750	64, 446, 050	262, 620, 950
Value.....	\$1, 054, 147. 45	\$1, 259, 971. 08	\$1, 274, 261. 58	\$1, 149, 053. 78	\$4, 737, 433. 89

STAMPED ENVELOPES BEARING REQUEST TO RETURN.

1-cent.....	2, 471, 750	2, 700, 250	2, 569, 500	2, 300, 500	10, 042, 000
2-cent.....	56, 065, 000	61, 930, 500	61, 541, 750	61, 443, 250	240, 980, 500
4-cent.....	15, 500	21, 000	15, 500	15, 500	67, 500
5-cent.....	34, 500	41, 500	24, 500	21, 500	122, 000
Total.....	58, 586, 750	64, 693, 250	64, 151, 250	63, 780, 750	251, 212, 000
Value.....	\$1, 261, 370. 15	\$1, 393, 837. 15	\$1, 382, 708. 20	\$1, 377, 847. 90	\$5, 415, 263. 40

TWO-CENT LETTER-SHEET ENVELOPES.

2-cent.....	150, 500	253, 500	193, 500	557, 000	1, 134, 500
Value.....	\$3, 461. 50	\$5, 370. 50	\$4, 450. 50	\$12, 811. 00	\$26, 093. 50

No. 6.—*Postage-stamps, stamped envelopes, newspaper-wrappers, etc.*—Continued.

POSTAL-CARDS.*

Denomination.	Quarter ending Sept. 30, 1889.	Quarter ending Dec. 31, 1889.	Quarter ending Mar. 31, 1890.	Quarter ending June 30, 1890.	Total.
1-cent	104,990,600	102,474,500	96,951,500	124,925,000	429,341,600
2-cent	33,750	46,750	45,250	49,000	173,750
Total	105,023,350	102,521,250	96,996,750	124,974,000	429,515,350
Value	\$1,050,561.00	\$1,025,680.00	\$970,420.00	\$1,250,280.00	\$4,296,891.00

RECAPITULATION.

Articles issued.	Number.	Amount.
Ordinary postage-stamps	2,219,737,080	\$42,734,108.00
Special-delivery stamps	2,120,880	212,089.00
Newspaper and periodical stamps	3,762,396	1,711,464.00
Postage-due stamps	13,638,190	324,712.00
Stamped envelopes (plain)	214,176,200	4,170,882.64
Stamped envelopes (request)	251,212,000	5,415,263.40
Newspaper wrappers	48,444,750	586,571.25
Letter-sheet envelopes	1,134,500	28,083.50
Postal-cards	*429,515,350	4,296,891.00
Aggregate	3,183,741,338	59,458,054.79

No. 7.—*Issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, by denominations, for the fiscal year ending June 30, 1890.*

Denomination.	Ordinary, special-deliv- ery, and postage-due stamps.	Stamped en- velopes, newspaper wrappers, and letter-sheet envelopes.	Postal-cards, not includ- ing those shipped to subagencies.	Newspaper and periodical stamps.	Total.
1-cent	558,323,500	104,838,000	429,341,600	755,890	1,093,258,990
2-cent	1,580,742,200	400,653,400	173,750	606,820	1,991,175,170
3-cent	10,285,250			249,950	10,535,200
4-cent	16,889,200	110,800		368,870	17,368,870
5-cent	40,084,810	355,000			40,439,810
6-cent	1,324,200				1,578,940
8-cent				252,740	197,420
10-cent	25,906,420	8,500		197,420	26,350,090
12-cent				435,170	217,525
15-cent	1,392,800			217,525	1,392,800
24-cent				168,535	163,535
30-cent	479,000	1,250			480,250
36-cent				80,640	80,640
48-cent				59,835	59,835
50-cent	330				330
60-cent				63,650	63,650
72-cent				48,985	48,985
84-cent				35,785	35,785
90-cent	68,430	500			68,930
96-cent				80,615	80,615
192-cent				50,090	50,090
3-dollar				41,773	41,773
6-dollar				20,604	20,604
9-dollar				12,249	12,249
12-dollar				12,908	12,908
24-dollar				5,053	5,053
36-dollar				2,437	2,437
48-dollar				1,602	1,602
60-dollar				6,000	6,000
Aggregate	2,235,496,140	514,967,450	*429,515,350	3,762,396	3,183,741,338
Value	\$43,270,909.00	\$10,178,790.79	\$4,296,891.00	\$1,711,464.00	\$59,458,054.79

* See note to table on page 12 of this report.

No. 8.—Table showing the increase and decrease in the issue of postage-stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal-cards, for the fiscal year ending June 30, 1890, as compared with the issue of the preceding year.

Articles issued.	1889.		1890.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	1,961,980,846	\$37,996,027.00	2,219,737,060	\$42,734,108.00
Special-delivery stamps	1,575,650	157,565.00	2,120,890	212,089.00
Newspaper and periodical stamps	3,527,861	1,663,751.00	3,762,398	1,711,464.00
Postage-due stamps	11,890,176	299,201.00	13,638,196	324,712.00
Stamped envelopes (plain)	187,367,300	3,652,457.67	214,176,200	4,170,862.64
Stamped envelopes (request)	220,786,250	4,765,430.25	251,212,000	5,415,263.40
Newspaper wrappers	43,710,760	506,793.25	48,444,750	566,571.25
Letter-sheet envelopes	913,000	21,114.00	1,184,500	26,093.80
Postal-cards	896,806,500	3,869,445.00	*429,515,350	4,296,891.06
Total of all issues	2,818,565,321	52,921,784.17	3,183,741,338	59,458,054.79

Articles issued.	Increase.		Per cent. of increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage-stamps	257,756,220	\$4,738,061.00	13.14	12.47
Special-delivery stamps	545,240	54,524.00	34.60	34.60
Newspaper and periodical stamps	234,537	47,713.00	6.65	2.87
Postage-due stamps	1,748,020	25,511.00	14.70	8.53
Stamped envelopes (plain)	26,808,900	518,404.97	14.31	14.19
Stamped envelopes (request)	30,425,750	659,838.15	13.78	13.88
Newspaper wrappers	4,734,000	56,778.00	10.83	11.89
Letter-sheet envelopes	271,500	4,979.50	29.59	23.58
Postal-cards	42,706,850	427,446.00	11.04	11.05
Total of all issues	365,176,017	6,536,270.62	12.96	12.35

* See note to table on page 12 of this report.

No. 9.—*Value of postage-stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1890.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special delivery.	Total.
1847.....	\$274,710.00					\$274,710.00
1848.....						
1849.....						
1850.....						
1851.....						
1852.....	1,535,638.51					1,535,638.51
1853.....	1,608,792.91					1,608,792.91
1854.....	1,526,300.00					1,526,300.00
1855.....	2,056,127.00					2,056,127.00
1856.....	3,611,274.40					3,611,274.40
1857.....	4,337,135.30					4,337,135.30
1858.....	4,945,374.35					4,945,374.35
1859.....	5,279,405.00					5,279,405.00
1860.....	5,920,939.00					5,920,939.00
1861.....	5,908,522.60					5,908,522.60
1862.....	7,078,188.00					7,078,188.00
1863.....	9,683,394.00					9,683,394.00
1864.....	10,177,327.00					10,177,327.00
1865.....	12,099,987.50					12,099,987.50
1866.....	10,816,651.00					10,816,651.00
1867.....	11,578,607.00					11,578,607.00
1868.....	11,751,014.00					11,751,014.00
1869.....	12,722,568.00					12,722,568.00
1870.....	13,976,768.00					13,976,768.00
1871.....	14,630,715.00					14,630,715.00
1872.....	15,840,649.00					15,840,649.00
1873.....	16,681,189.00	\$494,974.70				17,176,163.70
1874.....	17,275,942.00	1,415,845.20				18,691,087.20
1875.....	19,271,479.00	834,970.25	\$815,902.47			19,922,351.72
1876.....	19,773,454.00	663,831.50	945,254.75			20,382,540.25
1877.....	18,181,676.08	614,167.20	1,000,605.10			19,796,388.30
1878.....	19,468,618.00	618,094.60	1,063,845.30			21,150,557.90
1879.....	20,117,259.00	624,966.95	1,068,412.16	\$365,937.00		22,196,628.11
1880.....	22,414,928.00	140,199.08	1,252,908.30	251,536.00		24,059,866.38
1881.....	24,040,627.00	107,777.32	1,396,674.00	254,293.00		25,801,471.32
1882.....	28,679,928.00	139,991.75	1,602,066.70	352,170.00		30,773,756.45
1883.....	30,307,179.00	125,839.20	1,752,564.50	404,915.00		32,590,498.00
1884.....	29,977,444.00	140,040.00	1,923,217.80	353,611.00		31,494,312.80
1885.....	28,429,928.00		2,047,268.50	308,492.00		30,785,388.50
1886.....	31,172,64.00		*1,097,390.00	1150,989.00	\$300,956	32,790,696.00
1887.....	33,774,156.00		1,364,413.80	238,186.00	124,594	35,498,296.80
1888.....	36,299,183.00		1,588,425.00	283,954.00	133,179	38,298,741.00
1889.....	37,996,927.00		1,663,751.00	299,201.00	157,565	40,116,544.00
1890.....	42,734,108.00		1,711,464.00	324,712.00	212,089	44,982,373.00

* Postage on second-class matter was reduced from 2 cents to 1 cent a pound July 1, 1885.

† The standard of weight was increased from $\frac{1}{4}$ to 1 ounce for 2 cents on first-class matter July 1, 1885.

No. 10.—*Statement by fiscal years of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1890, with percentages of issues of special-request envelopes, from the date of their first issue, May, 1865.*

Year ending June 30—	Plain envelopes, including wrap-pers.	Special-request envelopes.	Total.	Percentage of request-envelopes.
1853.....	5,000,000	.....	5,000,000	.....
1854.....	21,384,100	.....	21,384,100	.....
1855.....	23,451,725	.....	23,451,725	.....
1856.....	33,764,050	.....	33,764,050	.....
1857.....	33,033,400	.....	33,033,400	.....
1858.....	30,971,375	.....	30,971,375	.....
1859.....	30,280,300	.....	30,280,300	.....
1860.....	29,280,025	.....	29,280,025	.....
1861.....	26,027,300	.....	26,027,300	.....
1862.....	27,234,150	.....	27,234,150	.....
1863.....	25,548,750	.....	25,548,750	.....
1864.....	28,218,800	.....	28,218,800	.....
1865.....	25,456,175	750,000	26,206,175	2.86
1866.....	30,380,300	8,708,525	39,088,825	22.28
1867.....	46,421,400	16,665,250	63,086,650	26.42
1868.....	47,894,000	25,469,750	73,363,750	34.72
1869.....	40,851,000	31,824,100	72,675,100	38.97
1870.....	49,931,500	38,358,000	88,289,500	42.12
1871.....	58,563,025	48,111,650	106,674,675	45.97
1872.....	67,100,750	46,825,000	113,925,750	41.10
1873.....	78,971,350	52,201,250	131,172,600	39.80
1874.....	84,478,250	51,940,250	136,418,500	38.08
1875.....	95,135,400	54,631,000	149,766,400	36.48
1876.....	100,063,750	64,554,500	164,618,250	39.06
1877.....	106,276,950	64,374,500	170,651,450	37.72
1878.....	115,713,100	67,845,250	183,558,350	36.96
1879.....	119,503,700	67,058,250	186,561,950	37.77
1880.....	130,301,500	76,835,500	207,137,000	37.09
1881.....	142,042,050	85,024,000	227,066,050	37.44
1882.....	155,861,300	100,704,250	256,565,550	39.25
1883.....	158,688,300	100,578,250	259,266,550	38.79
1884.....	192,716,350	129,515,500	322,231,850	40.19
1885.....	185,954,350	136,796,750	322,751,100	42.38
1886.....	201,265,350	152,742,250	354,007,600	43.14
1887.....	210,507,300	171,104,000	381,611,300	44.84
1888.....	237,010,500	196,625,250	433,635,750	45.34
1889.....	231,078,050	220,736,250	451,814,300	48.86
1890.....	262,629,650	251,212,000	513,841,650	48.89

No. 11.—Statement by fiscal years of the number of postal-cards supplied postmasters, from the date of their first issue, May 1, 1873, to June 30, 1899.

Year.	1-cent.	2-cent.	Total.	Year.	1-cent.	2-cent.	Total.
June 30—				June 30—			
1873.....	*31,094,000	.....	31,094,000	1882.....	351,394,500	103,500	351,498,000
1874.....	91,079,000	.....	91,079,000	1883.....	379,424,500	92,250	379,516,750
1875.....	107,616,000	.....	107,616,000	1884.....	382,780,500	87,250	382,867,750
1876.....	150,815,000	.....	150,815,000	1885.....	339,336,500	50,000	339,416,500
1877.....	170,015,500	.....	170,015,500	1886.....	355,499,000	149,000	355,648,000
1878.....	200,630,000	.....	200,630,000	1887.....	354,778,000	161,250	354,939,250
1879.....	221,797,000	.....	221,797,000	1888.....	331,671,500	126,000	331,797,500
1880.....	269,754,000	2,796,500	272,550,500	1889.....	386,672,500	136,000	386,808,500
1881.....	308,412,500	124,000	308,536,500	1890.....	429,341,600	173,750	429,515,350

* Two months only.

† See note to table on page 12 of this report.

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first-class during the past two years.

Post-offices.	Year ending June 30, 1899.		Year ending June 30, 1890.		Increase for 1890.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>P. ct.</i>	
New York, N. Y.	38,550,257	\$385,502.57	40,829,764	\$408,297.64	2,279,507	\$22,795.07	5.91	23.45
Chicago, Ill.	18,549,799	185,497.99	19,861,608	198,616.08	1,311,809	13,118.09	7.07	11.41
Boston, Mass.	10,140,173	101,401.73	11,095,338	110,953.38	955,165	9,551.65	9.41	6.37
Philadelphia, Pa.	9,119,204	91,192.04	9,892,845	98,928.45	773,641	7,736.41	8.48	5.84
St. Louis, Mo.	7,662,479	75,624.79	7,979,329	79,793.29	316,850	3,168.50	5.51	4.58
Cincinnati, Ohio.	5,726,689	57,266.89	3,794,903	37,949.03	68,234	682.34	1.83	2.18
San Francisco, Cal.	2,954,699	29,545.99	3,369,280	33,692.80	414,681	4,146.81	14.03	1.93
Detroit, Mich.	2,118,711	21,187.11	2,348,304	23,483.04	229,593	2,295.93	10.89	1.34
Waukegan, Wis.	2,139,211	21,392.11	2,495,708	24,957.08	356,497	3,564.97	16.66	1.43
St. Paul, Minn.	2,051,635	20,516.35	1,930,855	19,308.55	*120,780	*1,207.80	*5.88	1.10
Washington, D. C.	1,825,708	18,257.08	2,282,836	22,828.36	357,130	3,571.30	19.56	1.31
Kansas City, Mo.	1,810,338	18,103.38	1,609,182	16,091.82	*201,156	*2,011.56	*11.11	.92
Louisville, Ky.	1,508,965	15,089.65	1,471,332	14,713.32	*37,333	*373.33	*2.47	.84
Cleveland, Ohio.	1,579,411	15,794.11	1,746,858	17,468.58	167,442	1,674.42	10.60	1.00
Augusta, Me.	1,719,522	17,195.22	2,124,643	21,246.43	411,121	4,111.21	23.31	1.22
Rochester, N. Y.	1,262,774	12,627.74	1,129,092	11,290.92	*133,682	*1,336.82	*10.58	.64
Pittsburgh, Pa.	1,053,545	10,535.45	1,780,624	17,806.24	127,079	1,270.79	7.68	1.02
Atlanta, Ga.	1,551,550	15,515.50	1,950,286	19,502.86	398,737	3,987.27	25.65	1.12
Minneapolis, Minn.	1,025,966	10,259.66	1,738,454	17,384.54	112,458	1,124.58	6.91	.90
Omaha, Nebr.	1,438,716	14,387.16	1,748,107	17,481.07	309,391	3,093.91	21.50	1.00
Baltimore, Md.	1,237,188	12,371.88	1,351,516	13,515.16	114,328	1,143.28	9.24	.77
Elgin, Ill.	1,078,249	10,782.49	1,171,535	11,715.35	93,286	932.86	8.65	.67
Toledo, Ohio.	1,294,360	12,943.60	1,141,707	11,417.07	*152,593	*1,525.93	*11.78	.65
New Orleans, La.	1,125,677	11,256.77	1,228,344	12,283.44	102,667	1,026.67	9.12	.79
Nashville, Tenn.	1,175,870	11,758.70	1,187,372	11,873.72	11,502	115.02	.97	.68
Springfield, Mass.	1,061,545	10,615.45	1,165,165	11,651.65	103,620	1,036.20	9.76	.66
Denver, Colo.	1,146,207	11,462.07	1,421,835	14,218.35	275,628	2,756.28	24.04	.81
Springfield, Ohio.	1,174,902	11,749.02	1,296,108	12,961.08	121,204	1,212.04	10.31	.74
Indianapolis, Ind.	879,436	8,794.36	822,028	8,220.28	*57,408	*574.08	*6.52	.47
Des Moines, Iowa.	767,079	7,670.79	881,742	8,817.42	124,663	1,246.63	16.46	.50
Albany, N. Y.	702,410	7,024.10	767,480	7,674.80	65,070	650.70	9.26	.44
Buffalo, N. Y.	627,695	6,276.95	650,656	6,506.56	22,961	229.61	3.65	.37
Richmond, Va.	567,665	5,676.65	543,789	5,437.89	6,074	60.74	1.12	.31
Utica, N. Y.	914,853	9,148.53	1,085,352	10,853.52	170,499	1,704.99	18.64	.62
Columbus, Ohio.	567,783	5,677.83	577,580	5,775.80	9,847	98.47	1.73	.33
Dayton, Ohio.	444,899	4,448.99	478,890	4,788.90	33,991	339.91	7.64	.27
Elmira, N. Y.	310,671	3,106.71	367,528	3,675.28	46,857	468.57	15.08	.29
Portland, Oregon.	364,560	3,645.60	444,098	4,440.98	79,538	795.38	21.81	.25
Portland, Me.	301,478	3,014.78	312,521	3,125.21	11,043	110.43	3.66	.17
Dallas, Tex.	481,263	4,812.63	558,018	5,580.18	76,750	767.50	15.94	.32
Galveston, Tex.	199,432	1,994.32	220,929	2,209.29	21,497	214.97	10.77	.12
Syracuse, N. Y.	260,406	2,604.06	258,905	2,589.05	*10,501	*105.01	*3.89	.14
Topeka, Kans.	324,917	3,249.17	411,304	4,113.04	86,387	863.87	26.58	.23
Providence, R. I.	201,928	2,019.28	223,947	2,239.47	22,019	220.19	10.90	.13
Brooklyn, N. Y.	223,233	2,232.33	241,806	2,418.06	18,573	185.73	8.32	.13
Memphis, Tenn.	544,063	5,440.63	677,490	6,774.90	133,427	1,334.27	24.52	.38
St. Joseph, Mo.	249,074	2,490.74	261,616	2,616.16	12,542	125.42	5.03	.15
Grand Rapids, Mich.	248,081	2,480.81	201,645	2,016.45	*46,436	*464.36	*18.71	.11
Hartford, Conn.	237,489	2,374.89	245,157	2,451.57	7,668	76.68	3.22	.14
Harrisburg, Pa.	219,686	2,196.86	170,093	1,700.93	*49,593	*495.93	*22.57	.09

* Decrease.

No. 12.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued.

Post-offices.	Year ending June 30, 1886.		Year ending June 30, 1890.		Increase for 1890.		Increase.	Per cent. of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.		
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>P. ct.</i>	
Charleston, S. C.....	298,808	\$2,988.03	321,856	\$3,218.56	23,048	\$230.53	7.71	.18
Dubuque, Iowa.....	189,619	1,896.19	183,439	1,934.39	3,820	38.20	2.01	.11
Jacksonville, Fla.....	167,964	1,679.64	194,777	1,947.77	26,813	268.13	15.96	.11
Savannah, Ga.....	173,950	1,739.50	204,277	2,042.77	30,327	303.27	17.43	.11
Troy, N. Y.....	203,687	2,036.87	183,286	1,832.86	*19,861	*198.61	*9.77	.10
Lincoln, Nebr.....	188,917	1,889.17	191,790	1,917.90	2,873	28.73	1.53	.11
Peoria, Ill.....	152,600	1,526.00	144,475	1,444.75	*8,125	*81.25	*5.32	.08
Sacramento, Cal.....	121,600	1,216.00	135,850	1,358.50	14,250	142.50	11.71	.07
Burlington, Iowa.....	113,856	1,138.56	104,702	1,047.02	*8,656	*86.56	*7.68	.06
Oakland, Cal.....	144,181	1,441.81	135,290	1,352.90	*8,891	*88.91	*6.18	.07
Quincy, Ill.....	108,951	1,089.51	123,647	1,236.47	14,696	146.96	13.48	.07
Los Angeles, Cal.....	145,692	1,456.92	153,844	1,538.44	8,252	82.52	5.66	.08
New Haven, Conn.....	167,123	1,671.23	220,418	2,204.18	53,295	532.95	31.88	.12
Reading, Pa.....	108,843	1,088.43	112,466	1,124.66	3,623	36.23	3.32	.07
Newark, N. J.....	99,032	990.32	95,180	951.80	*3,852	*38.52	*3.88	.05
Bridgeport, Conn.....	35,656	356.56	38,111	381.11	2,456	24.56	6.88	.02
Lynn, Mass.....	80,402	804.02	301,369	3,013.69	220,967	2,209.67	274.82	.17
Wilmington, Del.....	68,516	685.16	71,954	719.54	3,438	34.38	5.01	.04
Trenton, N. J.....	73,820	738.20	75,752	757.52	2,432	24.32	3.31	.04
Worcester, Mass.....	95,223	952.23	130,660	1,306.60	35,437	354.37	37.21	.07
Lowell, Mass.....	61,296	612.96	67,320	673.20	6,024	60.24	9.85	.03
Binghamton, N. Y.....	58,236	582.36	74,539	745.39	16,303	163.03	28.04	.04
Norfolk, Va.....	44,074	440.74	56,558	565.58	12,484	124.84	28.32	.03
New Bedford, Mass.....	36,938	369.38	42,955	429.55	6,017	60.17	16.28	.02
Jersey City, N. J.....	80,172	801.72	195,660	1,956.60	135,488	1,354.88	225.16	.11
Allegheny, Pa.....	45,760	457.60	56,781	567.81	11,021	110.21	24.08	.03
Bangor, Me.....	117,010	1,170.10	130,604	1,306.04	3,594	35.94	3.07	.06
Chattanooga, Tenn.....	173,859	1,738.59	193,301	1,933.01	19,442	194.42	11.18	.11
Davenport, Iowa.....	80,205	802.05	79,485	794.85	*790	*7.90	*.89	.04
Erie, Pa.....	46,383	463.83	52,812	528.12	6,429	64.29	13.86	.03
Rockford, Ill.....	85,431	854.31	99,812	998.12	14,381	143.81	16.83	.05
Scranton, Pa.....	79,896	798.96	76,906	769.06	*2,990	*29.90	*3.74	.04
Wheeling, W. Va.....	122,394	1,223.94	105,705	1,057.05	*16,689	*166.89	*13.63	.06
Salt Lake City, Utah.....	262,810	2,628.10	326,729	3,267.29	63,919	639.19	24.32	.18
Sioux City, Iowa.....	209,778	2,097.78	256,893	2,568.93	47,105	471.05	22.48	.14
Birmingham, Ala.....	164,929	1,649.29	235,394	2,353.94	70,465	704.65	42.72	.13
Akron, Ohio.....	142,691	1,426.91	127,155	1,271.55	*15,536	*155.36	*10.85	.07
Cedar Rapids, Ia.....	122,739	1,227.39	163,140	1,631.40	40,401	404.01	32.91	.09
Wichita, Kans.....	115,672	1,156.72	177,441	1,774.41	61,769	617.69	53.48	.10
Council Bluffs, Ia.....	90,049	900.49	62,265	622.65	*27,784	*277.84	*30.85	.03
Knoxville, Tenn.....	87,056	870.56	96,973	969.73	9,917	99.17	11.39	.05
Fort Wayne, Ind.....	61,859	618.59	65,119	651.19	3,260	32.60	5.42	.03
Evansville, Ind.....	56,118	561.18	70,229	702.29	14,111	141.11	25.14	.04
Kalamazoo, Mich.....	55,813	558.13	48,755	487.55	*7,058	*70.58	*12.64	.02
Duluth, Minn.....	53,926	539.26	52,412	524.12	*1,514	*15.14	*2.80	.03
Mobile, Ala.....	48,808	488.08	56,261	562.61	7,453	74.53	15.46	.03
San Diego, Cal.....	43,689	436.89	33,232	332.32	*10,457	*104.57	*23.93	.01
Paterson, N. J.....	34,936	349.36	30,207	302.07	*4,729	*47.29	*13.54	.01
Poughkeepsie, N. Y.....	28,463	284.63	30,844	308.44	2,381	23.81	8.36	.01
Grand total.....	137,108,267	1,371,082.67	147,724,008	1,477,240.08	10,615,741	106,157.41	7.74	84.87

* Decrease.

No. 13.—Number of registered letters and parcels transmitted through the mails from each

States.	Quarter ending September 30, 1890.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	41,066	1,852	241	24	5,480
Alaska.....	638	72	18	1	21
Arizona.....	8,129	858	848	26	1,115
Arkansas.....	28,573	1,101	152	10	5,312
California.....	57,510	12,034	11,666	863	12,383
Colorado.....	37,212	3,134	1,919	106	5,613
Connecticut.....	35,868	7,285	8,020	151	75,991
Delaware.....	4,668	126	167	2	778
District of Columbia.....	11,888	1,557	536	92	52,720
Florida.....	20,877	1,471	838	84	6,536
Georgia.....	45,923	1,631	324	6	9,317
Idaho.....	12,542	1,061	268	16	1,847
Illinois.....	115,767	20,267	10,974	678	36,113
Indiana.....	64,481	2,390	747	28	19,413
Indian Territory.....	13,471	454	91	1	1,069
Iowa.....	48,739	2,782	1,631	119	28,237
Kansas.....	47,974	2,689	891	26	34,958
Kentucky.....	64,426	7,668	440	20	7,406
Louisiana.....	52,596	3,809	2,375	95	6,482
Maine.....	44,123	1,574	2,900	41	6,461
Maryland.....	25,527	1,714	1,245	127	5,374
Massachusetts.....	80,572	9,382	16,194	891	10,800
Michigan.....	67,251	3,113	6,386	111	21,140
Minnesota.....	36,944	2,215	3,848	172	10,837
Mississippi.....	24,064	1,863	127	10	7,967
Missouri.....	92,827	10,486	2,782	241	23,544
Montana.....	20,080	1,896	1,641	31	2,347
Nebraska.....	34,816	1,718	1,406	63	12,273
Nevada.....	5,092	372	319	20	886
New Hampshire.....	20,932	668	1,922	17	4,137
New Jersey.....	48,912	1,436	5,884	153	5,649
New Mexico.....	9,898	1,004	307	24	1,961
New York.....	256,020	51,870	46,607	5,462	90,575
North Carolina.....	40,947	1,587	111	47	9,009
North Dakota.....	11,590	546	544	12	2,842
Ohio.....	95,827	7,450	4,513	292	29,071
Oregon.....	27,352	2,151	1,790	89	4,327
Pennsylvania.....	206,647	13,679	15,632	796	28,278
Rhode Island.....	14,402	1,459	2,084	117	1,477
South Carolina.....	24,439	915	162	15	5,215
South Dakota.....	17,496	668	527	30	4,832
Tennessee.....	46,817	1,868	375	22	7,644
Texas.....	62,377	3,624	2,756	356	22,207
Utah.....	12,416	1,156	626	63	1,724
Vermont.....	15,719	1,103	1,048	14	3,630
Virginia.....	57,894	3,217	305	44	7,847
Washington.....	32,726	1,791	2,656	121	4,201
West Virginia.....	35,493	810	163	8	4,546
Wisconsin.....	48,509	1,931	2,740	96	15,477
Wyoming.....	7,006	987	213	22	1,044
Total.....	2,278,545	206,431	163,293	11,736	660,922

State and Territory in the United States during the fiscal year ending June 30, 1890.

Quarter ending December 31, 1889.					Quarter ending March 31, 1890.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
54,301	2,737	535	27	8,958	58,968	1,988	477	41	8,480
602	181	25	-----	20	483	90	37	6	43
8,490	1,546	349	38	1,280	8,411	945	304	37	1,119
51,415	2,268	234	22	8,670	53,108	1,402	201	5	8,741
68,313	31,122	12,889	1,678	12,288	58,346	14,136	9,334	970	11,023
39,712	10,052	2,762	386	5,715	37,600	3,646	2,334	126	5,590
41,098	9,345	4,180	325	82,090	40,217	8,568	3,287	173	88,404
5,254	243	187	-----	763	4,721	123	182	5	770
14,379	3,671	866	152	56,219	12,447	2,540	726	289	62,708
30,864	3,005	767	51	7,214	34,823	2,549	988	44	7,230
60,126	3,382	591	43	10,086	63,501	2,223	500	60	9,415
16,440	1,706	360	29	1,633	13,290	812	315	11	1,507
143,627	26,113	14,640	1,186	36,469	145,173	25,923	23,869	843	37,938
70,924	4,483	967	71	19,868	81,403	2,937	878	55	19,972
16,502	740	54	4	1,191	18,047	484	139	11	1,284
66,439	6,469	2,382	261	29,862	62,662	3,719	1,929	99	29,860
58,796	6,032	1,329	93	25,945	56,423	3,341	1,064	49	26,616
57,790	10,582	548	70	7,588	65,560	8,983	541	50	7,874
60,617	5,571	2,940	149	6,907	68,835	4,270	3,245	146	6,584
48,264	3,309	2,942	54	5,482	45,759	1,761	2,412	31	6,486
40,408	2,259	1,678	154	5,443	40,439	1,490	1,605	69	5,535
95,246	16,507	19,079	875	11,349	92,715	10,156	15,047	552	12,522
82,432	6,472	7,994	253	21,802	77,876	3,983	7,879	188	21,569
55,864	5,540	5,209	315	13,129	47,675	3,027	4,291	208	12,644
46,488	2,871	199	12	8,838	51,798	2,373	243	4	8,853
111,225	17,607	3,926	540	24,612	115,481	10,052	3,235	289	25,102
23,013	3,787	2,038	150	2,710	21,569	1,737	1,764	75	2,740
41,218	4,287	2,118	129	13,093	40,263	2,163	1,709	80	12,937
6,314	921	439	26	875	5,138	419	275	10	828
22,020	1,120	2,243	37	4,087	23,060	661	1,882	20	4,221
49,362	3,223	6,445	165	5,441	48,102	1,563	5,363	144	6,048
11,100	1,571	374	45	2,003	10,729	1,038	345	34	2,018
283,744	79,570	61,546	6,845	90,731	271,591	53,217	49,444	5,432	101,113
50,029	2,429	1,180	16	8,751	53,112	1,738	116	8	8,811
17,681	1,147	1,340	38	3,170	12,486	537	933	27	2,962
133,659	13,303	5,403	450	30,295	117,176	7,437	5,044	266	30,842
35,632	5,334	1,951	145	4,822	29,511	2,111	1,409	121	4,258
234,882	20,171	20,907	1,144	29,367	237,848	13,492	19,240	1,046	29,653
13,554	2,387	2,536	151	1,363	13,237	2,208	2,232	139	1,576
87,685	1,568	266	33	5,708	36,281	1,044	215	17	5,546
22,901	1,740	983	66	5,250	18,603	853	869	43	4,770
55,042	3,626	535	44	7,703	59,868	2,237	639	31	7,961
94,683	8,158	2,970	601	23,872	90,197	5,623	3,487	466	23,371
16,271	2,119	628	59	1,749	16,143	1,597	676	55	1,831
18,466	1,623	1,258	31	3,748	17,127	906	1,027	22	3,672
66,043	4,724	389	87	7,637	70,651	3,591	263	68	8,177
42,006	4,875	3,456	284	4,448	38,857	2,400	3,112	87	4,381
40,916	1,328	197	9	4,786	41,978	901	208	9	4,733
62,189	4,510	2,635	156	16,209	61,202	2,398	3,257	86	16,068
8,840	1,577	301	27	1,148	7,536	905	223	88	1,023
2,745,465	368,546	209,615	17,516	604,075	2,696,877	232,495	188,394	12,685	718,398

No. 13.—Number of registered letters and parcels transmitted through the

States.	Quarter ending June 30, 1890.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama.....	52,726	2,510	271	21	9,097	207,078	9,087
Alaska.....	456	85	47	9	63	2,178	878
Arizona.....	7,609	910	336	17	1,117	33,729	4,250
Arkansas.....	46,524	1,751	150	7	5,374	191,610	6,462
California.....	99,335	17,690	9,875	1,121	12,488	244,504	74,922
Colorado.....	39,870	3,823	2,608	132	5,977	154,202	20,065
Connecticut.....	37,022	7,687	3,787	206	83,458	154,805	32,856
Delaware.....	4,827	1,140	136	12	796	19,077	832
District of Columbia.....	12,513	2,590	937	167	64,660	51,077	10,358
Florida.....	31,347	2,397	935	54	7,348	123,911	9,412
Georgia.....	67,276	2,267	453	76	11,020	226,828	9,538
Idaho.....	14,028	984	279	12	1,760	56,309	4,543
Illinois.....	129,790	25,586	12,892	883	34,444	531,347	107,889
Indiana.....	72,457	2,825	753	41	19,329	296,206	12,835
Indian Territory.....	15,084	370	181	6	1,529	68,114	2,048
Iowa.....	54,482	3,525	1,568	72	28,522	232,312	16,493
Kansas.....	50,558	3,414	992	52	24,961	214,050	13,476
Kentucky.....	63,256	3,869	2,475	56	8,328	251,041	36,949
Louisiana.....	67,908	4,664	2,525	131	7,902	245,856	18,314
Maine.....	48,329	1,832	2,542	35	6,840	196,476	8,476
Maryland.....	38,586	1,685	1,328	96	5,900	155,010	7,158
Massachusetts.....	91,899	10,451	16,596	474	13,255	366,432	46,476
Michigan.....	75,533	3,672	7,046	141	21,629	303,092	17,240
Minnesota.....	42,466	3,799	8,641	175	12,381	182,948	14,581
Mississippi.....	43,901	2,521	194	4	6,568	176,251	9,518
Missouri.....	100,216	12,055	3,061	386	25,290	419,749	50,200
Montana.....	20,991	1,924	1,816	36	2,320	85,653	9,844
Nebraska.....	34,744	2,412	1,442	57	11,908	151,040	10,570
Nevada.....	5,775	469	321	16	948	32,319	2,181
New Hampshire.....	22,340	617	1,882	8	4,331	87,352	3,066
New Jersey.....	49,885	1,852	6,089	162	6,805	196,261	8,074
New Mexico.....	9,726	1,055	873	30	2,022	41,453	4,968
New York.....	310,279	68,267	56,068	5,470	96,199	1,121,634	252,964
North Carolina.....	49,579	1,838	96	12	9,585	193,658	7,542
North Dakota.....	10,906	528	896	8	2,850	32,363	2,758
Ohio.....	120,670	9,634	4,526	802	29,396	406,834	37,224
Oregon.....	29,524	2,631	1,296	59	4,906	122,019	12,227
Pennsylvania.....	220,915	12,501	17,458	807	29,720	896,292	69,843
Rhode Island.....	12,574	3,305	2,092	197	1,312	58,767	9,266
South Carolina.....	29,872	1,215	147	12	5,497	128,267	4,742
South Dakota.....	17,080	855	646	59	5,144	76,080	4,116
Tennessee.....	56,596	2,511	734	18	8,815	218,283	10,142
Texas.....	73,879	5,954	3,534	732	21,506	320,536	23,550
Utah.....	14,975	1,636	697	68	1,523	59,804	6,597
Vermont.....	17,811	919	1,028	9	3,438	69,123	4,451
Virginia.....	72,658	3,896	379	54	8,403	267,246	15,427
Washington.....	40,815	2,624	3,664	128	5,004	153,903	11,090
West Virginia.....	43,618	858	198	15	5,032	162,005	8,892
Wisconsin.....	59,054	2,620	3,042	176	16,437	230,954	11,459
Wyoming.....	7,571	906	225	160	1,249	31,813	4,375
Total.....	2,579,015	258,368	182,297	12,961	709,517	10,299,902	1,068,750

mails from each State and Territory in the United States, etc.—Continued.

Total.			Grand total of letters and parcels registered for year ending June 30, 1890.	Fees received.	Increase.			
Foreign.		Free.			Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,624	113	81,034	249,834	\$21,790.00	37,829	\$3,662.90	17.84	20.20
127	16	147	2,811	269.40	62	2.10	2.23	.78
1,337	118	4,611	4,054	3,944.30	*1,088	*75.96	*2.41	*1.86
787	40	34,097	233,005	19,890.80	7,686	665.30	3.41	3.13
43,954	4,632	49,083	417,094	36,801.20	10,542	761.90	2.59	2.11
9,623	770	22,893	208,156	18,526.10	2,883	209.40	1.40	1.14
14,274	755	230,552	533,241	20,268.90	77,000	555.20	17.03	2.81
674	8	3,107	23,891	2,078.40	75	8.20	.31	.39
2,835	701	236,307	304,278	6,487.10	23,650	927.10	9.30	16.64
3,528	183	28,329	165,373	13,704.40	18,343	1,327.00	12.47	10.72
1,868	179	29,838	278,243	23,840.50	3,869	2,052.30	1.41	9.41
1,217	68	6,447	68,584	6,213.70	337	*10.00	.40	*.16
62,375	3,462	144,964	850,037	70,567.30	39,860	3,154.60	4.91	4.68
3,334	185	78,582	390,011	31,142.90	29,382	2,202.70	8.14	7.61
415	22	5,163	70,762	6,550.90	16,370	1,470.70	30.09	28.89
7,410	551	116,581	373,349	25,676.80	10,822	144.70	2.84	.50
4,176	220	102,500	856,422	23,892.20	*19,038	*2,391.00	*5.59	*10.22
2,004	206	81,796	321,096	28,930.00	33,781	3,207.85	11.75	12.46
11,385	521	26,955	803,131	27,617.60	24,461	2,263.56	8.77	8.91
10,796	161	26,269	232,176	20,560.70	14,157	1,218.00	6.49	6.22
5,756	446	23,312	190,682	16,837.00	18,009	1,321.60	10.42	8.58
66,916	2,792	47,927	530,543	48,261.60	34,550	2,753.40	6.96	6.05
28,805	643	86,220	486,000	34,978.00	9,810	541.00	2.30	1.58
16,489	870	48,991	263,879	21,488.80	9,640	345.90	3.79	1.63
763	30	35,188	221,748	18,656.20	8,538	598.50	4.00	3.31
12,954	1,450	98,548	582,901	48,435.30	16,536	594.40	2.91	1.24
7,158	291	10,128	112,572	10,244.60	5,482	519.00	5.16	5.33
6,675	329	50,211	218,825	16,881.40	*11,647	*1,791.40	*5.06	*9.60
1,354	72	8,536	29,462	2,592.60	396	55.70	1.35	2.19
7,929	82	16,776	115,205	9,842.90	7,868	699.60	7.33	7.65
23,731	624	23,943	282,633	22,869.00	22,262	2,000.00	9.66	9.58
1,399	173	8,004	55,697	4,769.30	*972	*78.30	*1.71	*1.61
213,665	23,269	378,618	1,989,990	161,137.20	129,799	9,861.80	6.97	6.51
503	83	36,156	237,942	20,178.60	11,671	1,197.80	5.11	6.39
2,503	83	11,624	70,531	5,870.70				
19,796	1,310	119,604	644,758	52,515.40	*22,812	*3,006.70	*3.56	*5.72
6,446	414	18,313	159,419	14,110.60	16,675	1,554.50	11.68	12.88
72,637	3,793	117,018	1,152,583	103,556.50	121,862	11,846.60	11.82	12.91
8,944	604	5,728	78,402	7,267.40	4,960	496.70	6.75	7.33
790	77	21,966	155,842	13,387.60	20,639	1,815.70	15.26	15.68
3,020	188	20,005	103,419	8,341.40				
2,283	115	31,623	262,446	23,082.30	16,129	1,452.70	6.54	6.71
12,737	2,245	90,955	450,032	35,907.70	34,866	3,074.40	8.39	9.86
2,527	243	6,827	75,908	6,908.10	13,696	1,377.70	22.01	24.91
4,361	76	14,488	92,499	7,801.10	3,691	286.20	4.03	3.80
1,436	253	32,064	316,426	28,436.20	18,155	1,602.10	6.08	5.55
12,887	610	18,034	197,154	17,912.00	44,618	3,903.00	29.21	27.96
766	41	19,098	185,802	16,670.40	15,624	1,483.30	9.18	9.74
12,674	514	64,191	319,792	25,560.10	14,303	768.10	4.68	3.09
962	297	4,464	41,411	3,694.70	1,267	52.80	3.15	1.44
743,599	54,918	2,782,912	14,947,081	1,216,416.90	885,215	65,334.40	6.29	5.67

* Decrease.

RECAPITULATION.

Total domestic letters	10,299,902	
Total domestic parcels	1,065,750	
		11,365,652
Total foreign letters	743,599	
Total foreign parcels	54,918	
		798,517
Free		2,782,912
Grand total		14,947,081
Fees received		\$1,216,416.90

No. 15.—Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1890, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage-stamps from the New York agency.....	221, 434	\$45, 008, 468. 50
Stamped envelopes and newspaper wrappers from the Hartford agency ..	262, 321	10, 152, 697. 29
Postal-cards from the Birmingham agency and the Chicago and St. Louis sub-agencies	90, 155	6, 089, 071. 00
Registered packages containing paid money-orders and postal-notes.....	497, 864	131, 357, 743. 61
Surplus money-order funds remitted for deposit by registered mail		97, 936, 413. 57
Money-order funds remitted by draft in the registered mail		*17, 800, 000. 00
Total for the Post-Office Department	1, 061, 774	308, 144, 391. 97
Secretary of the Treasury received.....	1, 193	56, 483, 610. 83
Secretary of the Treasury sent	726	592, 155. 00
Register of the Treasury received.....	2, 092	40, 922, 728. 24
Register of the Treasury sent	2, 843	48, 238, 500. 00
Commissioner of Internal Revenue received.....	5, 266	15, 716, 254. 81
Commissioner of Internal Revenue sent.....	45, 201	164, 570, 241. 95
Comptroller of the Currency received	720	9, 445, 230. 00
Comptroller of the Currency sent (U. S. bonds, incomplete currency, and national-bank notes)	1, 305	5, 688, 100. 00
United States Treasurer received (bonds and coupons, gold and silver certificates, and currency, including legal-tender national-bank notes, fractional currency, and coins)	16, 783	36, 879, 314. 13
United States Treasurer sent	4, 094	2, 441, 491. 83
Sixth Auditor of the Treasury received	14, 635	5, 704. 32
Sixth Auditor of the Treasury sent	836	4, 606. 23
Assistant treasurers of the United States received	61, 797	3, 460, 357. 17
Assistant treasurers of the United States sent	4, 179	420, 892, 750. 70
Internal-revenue collectors sent†		
Total for the Treasury Department	161, 670	806, 347, 054. 10
Aggregate	1, 223, 444	1, 114, 491, 446. 07

* Estimated.

† Impracticable to obtain data for this item.

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices during the fiscal year ending June 30, 1890.

Post-office.	Quarter ending Sept. 30, 1889.				Quarter ending Dec. 31, 1889.				Quarter ending Mar. 31, 1890.				Quarter ending June 30, 1890.				Total—12 months ending June 30, 1890.				
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.			
Abilene, Kans.	18	4	22	27	3	30	37	46	1	47	128	8	136	8	136	128	8	136	128	8	136
Adrian, Mich.	76	4	80	79	3	82	82	112	4	86	119	18	367	18	367	119	18	367	119	18	367
Akron, Ohio.	311	54	365	353	67	420	319	500	51	370	562	264	1,737	264	1,737	562	264	1,737	562	264	1,737
Albany, N. Y.	1,709	164	1,963	1,917	166	2,075	1,979	2,358	166	2,523	3,083	653	8,706	653	8,706	3,083	653	8,706	3,083	653	8,706
Albion, Mich.	170	15	185	171	1	182	172	28	1	173	28	7	280	7	280	28	7	280	28	7	280
Alexandria, Va.	2,433	63	2,496	226	3	2,500	187	248	3	190	250	831	838	831	838	250	831	838	250	831	838
Alhambra, Pa.	170	851	2,963	2,963	1,192	4,155	3,328	2,578	490	3,768	5,268	1,331	8,857	1,331	8,857	5,268	1,331	8,857	5,268	1,331	8,857
Alhambra, Pa.	236	5	241	235	11	246	270	246	8	244	259	14	274	14	274	259	14	274	259	14	274
Alton, Ill.	263	48	311	307	5	316	290	51	5	295	175	18	193	18	193	175	18	193	175	18	193
Alton, Pa.	108	105	213	288	180	418	72	338	122	40	463	491	1,649	491	1,649	463	491	1,649	463	491	1,649
Amesbury, Mass.	153	1	154	119	7	126	102	83	4	73	120	24	159	24	159	120	24	159	120	24	159
Annapolis, Md.	158	2	160	108	13	121	102	109	16	118	125	1	119	1	119	125	1	119	125	1	119
Ann Arbor, Mich.	88	6	94	76	2	78	82	78	1	83	237	4	239	4	239	237	4	239	237	4	239
Ansonia, Conn.	21	3	24	40	3	43	47	42	5	52	143	18	161	18	161	143	18	161	143	18	161
Appleton, Wis.	680	13	693	118	—	118	188	187	1	189	272	1	273	1	273	272	1	273	272	1	273
Asbury Park, N. J.	97	5	102	86	5	91	96	101	1	97	157	19	176	19	176	157	19	176	157	19	176
Ashland, N. C.	123	—	123	118	—	118	188	272	8	196	280	13	293	13	293	280	13	293	280	13	293
Ashland, Wis.	1,073	60	1,133	99	6	105	111	148	5	116	165	20	185	20	185	165	20	185	165	20	185
Astoria, Colo.	133	—	133	178	11	189	142	89	1	143	140	141	419	141	419	140	141	419	140	141	419
Atchison, Kans.	1,073	60	1,133	1,938	101	2,039	1,811	1,815	148	1,963	2,111	427	2,538	427	2,538	2,111	427	2,538	2,111	427	2,538
Atlantic City, N. J.	1,293	11	1,304	1,938	101	2,039	1,811	1,815	148	1,963	2,111	427	2,538	427	2,538	2,111	427	2,538	2,111	427	2,538
Auburn, Me.	80	—	80	88	11	99	101	101	6	107	107	15	122	15	122	107	15	122	107	15	122
Auburn, N. Y.	297	12	309	309	11	320	290	296	6	296	304	31	335	31	335	304	31	335	304	31	335
Aurora, Ill.	234	23	257	457	29	486	511	511	38	549	587	126	713	126	713	587	126	713	587	126	713
Aurora, Mo.	234	23	257	239	17	256	244	244	7	251	258	14	272	14	272	258	14	272	258	14	272
Aurora, Tex.	234	23	257	239	17	256	244	244	7	251	258	14	272	14	272	258	14	272	258	14	272
Baltimore, Md.	6,836	1,615	8,451	7,644	1,795	9,431	8,014	8,263	2,419	10,777	26,574	7,798	34,372	7,798	34,372	26,574	7,798	34,372	26,574	7,798	34,372

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Sept. 30, 1890.				Quarter ending Dec. 31, 1890.				Quarter ending Mar. 31, 1890.				Quarter ending June 30, 1890.				Total—12 months ending June 30, 1890.			
	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.		
Columbia, S. C.	149	2	149	351	2	351	183	15	198	187	7	195	157	1	158	157	840	31	684	
Columbia, Ga.	228	11	240	277	68	345	215	15	230	270	4	274	277	4	282	277	1,090	94	1,184	
Columbus, Ind.	2,094	183	2,277	2,094	258	2,352	2,218	2	2,360	2,436	283	2,719	2,436	283	2,702	2,436	8,693	969	9,662	
Columbus, Ohio	484	2	486	414	31	445	359	33	392	414	27	441	414	27	441	414	1,693	114	1,807	
Concord, N. H.	69	2	71	61	0	61	70	16	86	68	14	82	100	14	114	100	271	16	287	
Cornwall, N. Y.	37	0	37	78	0	78	88	0	88	84	4	92	84	8	100	84	245	16	261	
Corry, Pa.	77	0	77	77	0	77	83	0	83	83	0	83	83	0	83	83	345	1	346	
Coscoron, Pa.	184	4	188	169	19	188	170	0	188	167	4	171	167	4	171	167	396	26	422	
Council Bluffs, Iowa	468	44	512	471	41	512	364	28	392	519	27	546	519	27	546	519	1,692	141	1,833	
Covington, Ky.	408	4	412	371	41	412	364	28	392	519	27	546	519	27	546	519	1,692	141	1,833	
Crawfordsville, Ind.	75	5	80	75	0	75	71	4	75	79	6	85	79	6	85	79	297	17	314	
Crofton, Mo.	176	0	176	223	11	234	228	6	234	228	6	234	228	6	234	228	943	34	977	
Dalhousie, Md.	369	7	376	372	4	376	461	28	404	385	55	440	385	55	440	385	1,692	141	1,833	
Dallas, Tex.	187	10	197	187	17	204	187	14	201	183	16	199	184	15	199	184	615	43	658	
Danbury, Conn.	126	10	136	115	17	132	115	17	132	115	17	132	115	17	132	115	547	43	590	
Danville, Ill.	109	4	113	109	17	126	109	17	126	109	17	126	109	17	126	109	519	11	530	
Danville, Va.	136	91	227	136	113	249	131	98	229	133	127	260	133	127	260	133	535	451	986	
Davenport, Iowa	837	81	918	885	33	918	810	113	923	923	131	1,054	923	131	1,054	923	3,595	451	4,046	
Dayton, Ohio	180	39	219	228	16	244	164	25	189	188	21	209	188	21	209	188	683	101	784	
Decatur, Ill.	88	0	88	98	7	105	98	16	114	100	14	114	100	14	114	100	453	41	494	
Delaware, Ohio	51	8	59	59	0	59	46	0	59	51	8	59	51	8	59	51	215	24	239	
DeLeon, Tex.	3,455	1,020	4,475	3,231	1,257	4,488	2,870	981	3,851	3,889	793	4,682	4,682	793	5,475	4,682	13,435	8,961	22,396	
Denver, Colo.	864	63	927	864	64	928	864	64	928	864	64	928	864	64	928	864	3,595	451	4,046	
Des Moines, Iowa	2,915	1,489	4,404	2,915	1,424	4,339	2,700	1,895	4,595	2,700	1,895	4,595	2,700	1,895	4,595	2,700	11,095	6,282	17,377	
Detroit, Mich.	2,915	1,489	4,404	2,915	1,424	4,339	2,700	1,895	4,595	2,700	1,895	4,595	2,700	1,895	4,595	2,700	11,095	6,282	17,377	
Dover, N. H.	221	0	221	243	28	271	240	34	274	243	28	271	243	28	271	243	944	102	1,046	
Dorchester, N. Y.	223	10	233	243	28	271	240	34	274	243	28	271	243	28	271	243	944	102	1,046	
Duluth, Minn.	294	58	352	370	41	411	311	43	354	365	108	473	365	108	473	365	1,070	162	1,232	
Dunkirk, N. Y.	65	2	67	65	0	65	65	0	65	65	0	65	65	0	65	65	275	7	282	
East Liverpool, Ohio	310	47	357	326	4	330	326	4	330	326	4	330	326	4	330	326	1,275	8	1,283	
Easton, Pa.	297	0	297	351	40	391	335	56	391	350	66	416	350	66	416	350	1,443	209	1,652	
East Orange, N. J.	297	11	308	450	13	463	470	13	483	450	13	463	450	13	463	450	1,443	209	1,652	

East Saginaw, Mich.	363	46	384	26	420	330	47	877	395	42	1,417	1,598
East Windsor, N. J.	147	414	202	24	219	321	25	246	182	32	1,732	1,938
Elgin, Ill.	118	171	104	11	113	211	9	108	112	38	438	473
Elizabeth, N. J.	370	407	481	66	547	649	98	647	549	280	1,049	2,233
Elkhart, Ind.	85	12	83	4	97	98	5	103	79	86	385	383
Elmira, N. Y.	639	511	565	54	565	487	63	530	535	64	2,101	2,353
El Paso, Tex.	37	46	46	1	47	47	1	43	36	4	2,168	2,166
El Paso, Ohio	70	50	50	6	50	57	57	60	62	5	234	233
Emporia, Kans.	64	67	66	89	65	67	62	67	62	8	329	339
Englewood, Ill.	180	6	220	3	223	168	6	174	140	21	829	837
Erie, Pa.	418	48	456	61	497	408	52	460	481	50	1,743	1,964
Evansville, Ind.	6	103	123	8	131	110	16	128	121	41	451	44
Evansville, Ind.	456	32	435	33	468	401	45	446	423	67	1,716	1,803
Fall River, Mass.	400	66	560	63	623	583	68	653	612	82	2,245	2,605
Fargo, N. Dak.	124	14	106	23	129	84	7	91	612	53	434	438
Findlay, Ohio	140	15	128	10	133	126	7	123	137	16	113	528
Fitchburg, Mass.	346	126	308	9	327	288	17	315	343	28	1,394	1,378
Flint, Mich.	365	818	365	8	104	87	6	93	101	33	1,384	1,418
Fond du Lac, Wis.	100	115	94	8	104	106	1	107	154	2	290	263
Fond du Lac, Wis.	93	73	73	3	75	64	1	65	84	7	321	321
Fort Madison, Iowa	110	111	81	60	81	64	3	23	83	4	84	55
Fort Scott, Kans.	110	111	81	60	81	64	3	23	83	4	84	55
Fort Smith, Ark.	96	104	593	123	130	105	30	106	98	3	339	343
Fort Wayne, Ind.	615	719	593	123	130	105	30	106	98	3	339	343
Fort Worth, Tex.	100	42	241	56	267	294	46	294	331	161	1,063	1,251
Fostoria, Ohio	55	55	57	2	57	59	58	59	58	7	170	161
Fostoria, Ohio	55	55	57	2	57	59	58	59	58	7	170	161
Frankfort, Ky.	84	135	135	2	137	193	2	195	191	5	602	607
Frankfort, Md.	113	100	111	1	101	111	107	111	107	5	430	436
Freeport, Ill.	102	78	78	3	81	75	6	81	102	22	348	370
Freeport, Neb.	78	78	78	3	81	75	6	81	102	22	348	370
Fremont, Ohio	95	95	95	3	95	83	54	83	54	4	244	249
Fresno, Cal.	67	67	66	3	66	67	61	67	83	4	308	328
Galesburg, Ill.	137	135	137	13	138	128	17	145	125	45	551	562
Galesburg, Ill.	210	63	532	90	622	355	63	417	374	74	1,571	1,860
Geneva, N. Y.	98	103	81	4	85	75	6	83	116	5	388	398
Geneva, N. Y.	98	103	81	4	85	75	6	83	116	5	388	398
Glocester, Mass.	194	5	199	5	148	138	8	124	154	8	632	671
Glocester, Mass.	194	5	199	5	148	138	8	124	154	8	632	671
Gloversville, N. Y.	57	4	57	4	4	4	4	142	162	5	319	319
Gloversville, N. Y.	57	4	57	4	4	4	4	142	162	5	319	319
Groden, Ind.	58	58	58	4	58	58	4	58	58	4	183	183
Grand Island, Neb.	62	62	62	2	62	62	2	62	62	2	207	207
Grand Island, Neb.	62	62	62	2	62	62	2	62	62	2	207	207
Grand Island, Neb.	62	62	62	2	62	62	2	62	62	2	207	207
Grand Rapids, Mich.	943	86	1,034	91	928	756	84	840	865	91	3,406	3,758
Green Bay, Wis.	69	69	57	2	59	59	45	46	58	3	103	106
Green Bay, Wis.	69	69	57	2	59	59	45	46	58	3	103	106
Hagerstown, S. C.	118	4	122	13	130	98	9	78	79	8	282	288
Hagerstown, Md.	118	4	122	13	130	98	9	78	79	8	282	288
Hamilton, Ohio	195	14	209	8	250	173	15	107	145	33	500	533
Hannibal, Mo.	96	3	99	102	4	106	83	2	245	19	835	911
Harrisburg, Pa.	741	92	823	53	847	687	135	872	857	11	384	384
Harrisburg, Pa.	741	92	823	53	847	687	135	872	857	11	384	384
Hartford, Conn.	1,472	253	1,724	335	1,763	1,607	383	2,058	1,870	100	937	3,459
Hastings, Neb.	1,87	8	90	47	46	41	59	61	59	11	256	267
Haverhill, Mass.	496	74	570	109	659	540	188	681	688	92	2,777	2,900
Hazleton, Pa.	63	67	70	9	88	79	29	108	73	18	354	354
Helena, Mont.	161	6	168	3	171	182	2	187	179	29	690	719

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Sept. 30, 1899.			Quarter ending Dec. 31, 1899.			Quarter ending Mar. 31, 1899.			Quarter ending June 30, 1899.			Total—12 months ending June 30, 1899.		
	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Hoboken, N. J.	304	30	334	404	4	408	386	12	398	535	7	542	1,679	53	1,632
Holyoke, Mass.	833	78	911	376	80	456	877	62	939	414	53	467	1,499	273	1,772
Hornellville, N. Y.	87	3	90	84	4	88	98	1	99	107	6	113	376	16	394
Hot Springs, Ark.	109		109	152	4	156	177	1	178	209	4	213	647	9	656
Houston, Tex.	351	39	390	527	62	589	445	50	495	542	47	589	1,865	198	2,063
Hudson, N. Y.	123	3	126	167		167	169	2	171	111	98	103	487	10	497
Huntingdon, Pa.	64	5	69	50		50	47		47	71	3	74	232	12	244
Huron, S. Dak.	53	3	56	45	5	50	78	1	79	117		117	329	2	331
Hutchinson, Kans.	88		88	56	1	57	73		74	29		29	155	10	165
Hyde Park, Mass.	179	8	187	201	14	215	190	10	200	220	14	234	790	46	836
Indianapolis, Ind.	2,810	1,880	4,690	2,800	1,232	4,032	2,400	1,196	3,596	2,940	1,500	4,440	10,950	5,308	16,258
Ionia, Mich.									38	44	1	45	82	1	83
Iowa City, Iowa	36	3	39	48	3	51	47	14	61	42	4	46	173	24	197
Ithaca, N. Y.	116	23	139	198	57	255	165	70	235	230	56	286	709	206	915
Jackson, Mich.	159	18	177	203	18	221	204	16	220	241	17	258	807	69	876
Jackson, Miss.	83		83	77		77	116	2	118	80		80	356	2	358
Jacksonville, Fla.	205	5	210	407	12	419	535	32	567	865	25	890	1,512	74	1,586
Jacksonville, Ill.	127	3	130	115	12	127	102	10	112	109	10	119	453	35	488
Jamestown, N. Y.	214	9	223	164	14	178	186	12	198	197	18	215	761	53	814
Jamestown, Wis.	75	2	77	66	5	71	77	2	79	78	1	79	286	10	296
Jefferson City, Mo.									25	56		81	156		181
Jefferson City, N. J.	1,315	79	1,394	1,669	187	1,856	1,479	124	1,603	1,713	139	1,852	6,076	529	6,605
Johnstown, N. Y.									9	33		42	89		91
Johnstown, Pa.	236		236	225	8	233	269	9	278	109	15	124	699	32	731
Joliet, Ill.	98	18	116	94	17	111	82	12	94	98	11	109	372	58	430
Kalamazoo, Mich.	210	30	240	198	38	236	213	81	294	180	80	268	817	124	941
Kankakee, Ill.							35	6	41	37		39	72	8	80
Kansas City, Kans.	96	20	116	135	24	159	121	17	138	141	23	164	492	84	576
Kansas City, Mo.	2,225	378	2,603	2,257	624	2,881	2,445	331	2,776	2,696	365	3,061	9,623	1,698	11,321
Kearney, Nebr.							60	5	65	68		71	201	10	211
Kearney, N. H.	109	7	116	98	8	106	111	12	123	122	16	138	440	34	474
Keokuk, Iowa	96	5	101	90	6	96	73	3	76	118	10	128	371	43	414
Knoxville, Tenn.	401	40	441	412	81	493	379	35	414	549	53	602	1,741	159	1,900

La Crosse, Wis.	334	35	269	214	35	249	181	45	226	174	41	215	503	156	959
La Fayette, Ind.	278	59	337	255	53	308	234	62	296	312	86	398	1,079	290	1,350
Lancaster, Pa.	468	4	487	575	31	606	531	33	564	626	96	662	2,195	124	2,319
Lansing, Mich.	171	175	168	168	17	168	168	5	148	194	12	206	659	38	697
Lawrence, Mass.	88	13	101	102	16	118	104	10	114	113	12	129	407	55	45
Lawrence, Kans.	540	84	624	651	104	755	552	104	656	630	126	756	2,378	418	2,791
Leadville, Colo.	235	223	263	223	47	270	176	48	254	210	82	242	944	175	1,019
Leavenworth, Kans.	168	8	171	168	17	205	146	8	154	172	8	175	669	38	1,705
Lebanon, Pa.	131	2	133	164	7	168	145	18	149	134	11	145	501	24	585
Lewiston, Me.	213	16	229	171	7	171	168	14	171	221	11	236	781	58	807
Lexington, Ky.	503	19	522	505	25	530	531	41	572	645	29	574	2,084	114	2,108
Lima, Ohio	230	232	272	216	56	272	195	28	223	223	33	255	989	156	989
Lincoln, Neb.	595	18	618	633	31	664	517	26	543	658	25	67	2,403	100	2,603
Little Falls, N. Y.	55	1	56	68	1	64	45	50	65	65	2	67	223	4	232
Little Rock, Ark.	823	36	359	415	25	440	354	60	404	422	70	492	1,514	181	1,695
Lock Haven, Pa.	.....	.....	.....	91	2	93	76	5	83	93	10	103	282	17	279
Lockport, N. Y.	184	11	185	207	25	232	190	18	208	180	6	196	771	60	831
Logansport, Ind.	216	241	241	178	11	189	160	13	182	104	12	206	757	61	818
Long Island City, N. Y.	146	6	151	157	1	153	139	.....	139	179	3	182	641	9	630
Los Angeles, Cal.	670	110	780	831	40	871	653	165	818	701	205	906	2,585	520	3,375
Louisville, Ky.	2,531	607	3,188	2,750	697	3,447	2,564	654	3,238	2,987	772	10,902	10,902	2,720	13,632
Lowell, Mass.	1,100	278	1,378	1,234	344	1,578	1,187	854	1,541	1,541	400	1,757	4,858	1,376	6,224
Lynchburg, Va.	372	13	385	421	15	436	1,877	16	1,893	1,532	19	1,757	1,692	63	1,755
Lynn, Mass.	1,496	205	1,700	1,577	296	1,873	1,252	278	1,539	1,335	275	1,800	5,649	1,654	6,703
Macon, Ga.	197	10	207	187	25	212	214	23	237	205	32	237	803	90	883
Macon, Pa.	673	37	710	811	56	887	648	47	695	678	46	724	2,810	186	2,996
Madison, Ind.	.....	.....	.....	43	2	45	46	2	48	49	2	51	138	6	144
Madison, Wis.	256	22	278	190	29	219	81	11	92	250	4	254	777	66	843
Malden, Mass.	435	24	457	500	65	565	534	66	600	631	68	699	2,086	223	2,321
Manchester, N. H.	631	60	691	647	74	721	620	82	702	676	76	752	2,574	292	2,866
Manistee, Mich.	83	83	83	25	25	25	16	16	16	19	19	19	93	93	93
Mankato, Minn.	67	8	75	71	5	76	54	9	63	71	3	74	263	25	288
Mansfield, Ohio	839	4	849	212	5	212	196	10	206	252	6	259	1,494	13	1,619
Marion, Ind.	74	5	79	76	6	82	46	4	50	73	2	97	319	7	332
Marion, Ind.	.....	.....	.....	123	2	125	145	5	150	151	3	153	552	11	563
Marquette, Mich.	133	2	135	55	55	55	23	1	24	38	10	38	162	8	165
Marquette, Mich.	46	2	48	50	5	55	41	11	53	46	10	56	187	33	220
Marshalltown, Iowa	60	7	67	123	7	130	106	4	110	141	3	144	493	24	517
Massillon, Ohio	123	31	133	123	86	200	121	83	174	179	44	223	618	164	752
Massillon, Ohio	164	31	185	177	20	197	168	18	184	204	11	215	547	49	506
Medford, Mass.	.....	.....	.....	1,556	155	1,211	1,025	159	1,184	1,088	159	1,247	3,968	572	4,540
Memphis, Tenn.	769	99	868	1,056	38	1,211	1,025	159	1,184	1,088	159	1,247	3,968	572	4,540
Menominee, Mich.	.....	.....	.....	38	38	38	19	4	19	42	18	42	99	99	99
Meriden, Conn.	242	10	252	299	6	305	280	4	234	308	18	326	1,079	86	1,117
Meriden, Conn.	57	57	57	69	69	69	59	59	59	72	72	72	267	267	267
Meriden, Conn.	167	5	172	220	5	225	220	6	226	225	8	243	842	34	866
Middletown, N. Y.	118	14	132	115	13	128	154	18	173	153	16	168	539	61	600
Middletown, Ohio	34	53	54	53	1	54	47	48	48	58	.....	58	192	2	194
Milwaukee, Wis.	2,426	727	3,188	2,311	722	3,033	1,919	683	2,802	2,391	640	2,031	9,047	2,772	11,819
Minneapolis, Minn.	2,934	1,207	4,141	3,166	1,311	4,470	2,680	1,264	3,850	3,888	1,386	4,674	12,117	5,118	17,235
Mobile, Ala.	326	80	406	304	18	412	270	97	367	274	133	367	1,174	418	1,592
Moline, Ill.	26	26	26	28	2	30	31	2	33	35	1	36	1,120	6	1,225

REPORT OF THE POSTMASTER-GENERAL.

Quarter ending June 30, 1890.

Quarter ending Mar. 31, 1890.

Quarter ending Dec. 31, 1889.

Quarter ending Sept. 30, 1889.

Post-offices.

	Special-delivery letters from other places.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Monmouth, Ill.	41	18	2	59	26	7	33	146	146	146	155	155	155
Montclair, N. J.	310	417	0	727	203	2	205	151	151	151	155	155	155
Montgomery, Ala.	50	150	1	201	203	2	205	203	203	203	203	203	203
Montpelier, Vt.	200	253	1	454	238	11	249	69	69	69	73	73	73
Morrisville, N. Y.	6	223	1	230	240	81	248	240	240	240	240	240	240
Mout Vernon, N. Y.	6	32	2	38	72	7	79	18	18	18	23	23	23
Muskegon, Mich.	94	70	11	175	58	0	58	18	18	18	23	23	23
Muskegon, Mich.	250	272	11	533	1,204	18	1,222	1,204	1,204	1,204	1,204	1,204	1,204
Nashville, Tenn.	1,853	1,323	100	3,276	1,204	18	1,222	1,204	1,204	1,204	1,204	1,204	1,204
Natchez, Miss.	77	46	2	125	66	11	77	66	66	66	66	66	66
Nebraok, Neb.	43	132	2	177	132	11	143	132	132	132	132	132	132
New Albany, Ind.	130	132	2	264	114	11	125	114	114	114	114	114	114
New Albany, Ind.	2,240	2,320	690	5,250	2,640	733	3,373	2,640	2,640	2,640	2,640	2,640	2,640
Newark, N. J.	123	100	3	226	123	8	131	123	123	123	123	123	123
Newark, Ohio	123	100	3	226	123	8	131	123	123	123	123	123	123
New Bedford, Mass.	183	193	6	382	220	26	246	220	220	220	220	220	220
New Britain, Conn.	203	255	25	483	220	26	246	220	220	220	220	220	220
New Brunswick, N. J.	203	255	25	483	220	26	246	220	220	220	220	220	220
Newburgh, N. Y.	203	255	25	483	220	26	246	220	220	220	220	220	220
Newburyport, Mass.	203	255	25	483	220	26	246	220	220	220	220	220	220
New Canaan, Pa.	173	171	17	361	171	18	189	171	171	171	171	171	171
New Haven, Conn.	1,590	1,546	266	3,392	1,518	438	2,356	1,518	1,518	1,518	1,518	1,518	1,518
New London, Conn.	3,201	3,077	24	6,292	4,503	27	4,530	4,503	4,503	4,503	4,503	4,503	4,503
New Orleans, La.	3,804	3,125	8,125	15,054	3,804	3,800	7,604	3,804	3,804	3,804	3,804	3,804	3,804
Newport, Ky.	1,183	1,153	6	2,342	1,153	15	1,168	1,153	1,153	1,153	1,153	1,153	1,153
Newport, R. I.	1,035	1,007	22	2,064	1,007	15	1,022	1,007	1,007	1,007	1,007	1,007	1,007
Newton, Mass.	68	33	1	102	48	23	71	48	48	48	48	48	48
Newton, Mass.	293	253	17	563	214	23	237	214	214	214	214	214	214
New York, N. Y.	23,620	41,840	22,300	87,760	35,854	24,450	60,304	35,854	35,854	35,854	35,854	35,854	35,854
Niagara Falls, N. Y.	131	547	65	743	68	50	118	68	68	68	68	68	68
Norfolk, Va.	154	146	12	312	143	10	153	143	143	143	143	143	143
Norristown, Pa.	154	146	12	312	143	10	153	143	143	143	143	143	143

No. 16.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending Sept. 30, 1890.			Quarter ending Dec. 31, 1890.			Quarter ending Mar. 31, 1890.			Quarter ending June 30, 1890.			Total—12 months ending June 30, 1890.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Pueblo, Colo.	139	10	149	203	8	211	190	24	223	222	20	242	763	62	825
Quincy, Ill.	339	125	464	297	117	414	268	106	374	373	69	443	1,298	416	1,714
Racine, Wis.	158	22	180	147	22	169	169	19	187	151	29	171	239	20	259
Raleigh, N. C.	645	103	748	586	91	677	538	79	617	616	12	630	628	71	699
Reading, Pa.	47	9	56	39	2	41	46	4	50	44	13	57	395	20	415
Red Wing, Minn.	263	16	279	278	15	293	215	4	224	270	9	279	780	28	808
Richmond, Ind.	1,358	122	1,481	1,554	181	1,735	1,542	168	1,700	1,951	192	2,143	1,036	49	1,085
Richmond, Va.	2,142	3	2,145	2,814	6	2,820	2,940	155	3,095	2,162	1	2,163	9,405	654	10,059
Roanoke, Va.	2,201	1,162	3,363	2,814	1,297	4,111	2,940	155	3,095	2,162	1	2,163	8,917	17	9,034
Rochester, N. Y.	211	28	239	240	50	290	177	53	230	223	43	266	800	184	984
Rockford, Ill.	85	5	90	60	1	61	66	9	75	70	2	72	281	9	290
Rock Island, Ill.	109	2	111	100	2	102	100	2	102	124	1	125	401	7	408
Rockland, Me.	79	13	92	133	6	139	106	10	116	124	1	125	443	16	459
Rome, N. Y.	105	1	106	154	1	155	76	136	173	196	1	197	323	10	333
Rutland, Vt.	153	4	157	174	1	175	136	7	143	136	1	137	323	10	333
Sacramento, Cal.	876	103	979	815	140	955	662	119	781	881	85	966	2,217	449	2,666
Sacramento, Cal.	84	2	86	81	5	86	70	6	76	83	6	89	317	19	336
St. Albans, Vt.	39	5	44	31	5	36	23	4	27	26	1	27	181	15	196
St. Albans, Vt.	44	5	49	42	8	50	43	4	47	46	1	47	181	15	196
St. Johnsbury, Vt.	44	5	49	42	8	50	43	4	47	46	1	47	181	15	196
St. Joseph, Mo.	820	66	886	785	90	875	702	107	809	1,014	88	1,102	8,410	10	8,420
St. Louis, Mo.	4,867	895	5,762	4,446	1,222	5,668	4,406	1,104	5,510	5,772	1,000	6,772	18,906	831	19,737
St. Paul, Minn.	2,875	223	3,098	2,803	1,043	3,846	2,469	1,185	3,654	2,768	1,216	3,984	10,571	4,871	15,442
Salem, Mass.	584	153	737	553	11	564	462	223	685	761	136	897	2,577	755	3,332
Salem, Ohio	87	2	89	80	9	89	57	3	60	68	1	69	270	22	292
Salem, Oregon	80	10	90	86	4	90	74	16	90	83	7	90	349	36	385
Salt Lake City, Utah	885	5	890	772	4	776	251	11	262	453	2	455	1,456	16	1,472
San Antonio, Tex.	691	34	725	722	182	904	581	151	732	883	43	926	1,456	16	1,472
San Diego, Cal.	113	3	116	106	53	159	104	38	142	163	43	206	5,319	108	5,427
Sandusky, Ohio	186	11	197	178	5	183	135	6	141	163	8	171	673	23	696

[illegible]

No. 17.—*Copy of contract for the manufacture and supply of postage-stamps during the four years beginning on the 1st day of January, 1890.*

This article of contract and agreement, made this seventh day of November, one thousand eight hundred and eighty-nine, between the United States of America (acting in this behalf by John Wanamaker, Postmaster-General), of the first part, and the American Bank Note Company, of the city of New York, by James Macdonough, president, and A. D. Shepard, vice-president, as principals, and Phineas C. Lounsbury, of Connecticut, and William J. Arkell, Joseph S. Stout, and Elliot F. Shepard, of New York, as sureties, of the second part, witnesseth:

That whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 17th day of June, 1889, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications therein referred to, adhesive postage-stamps in such quantities as might be called for during a period of four years commencing on the 1st day of October, 1889, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

" PROPOSALS FOR FURNISHING ADHESIVE POSTAGE-STAMPS.

[*" Advertisement.*]

" POST-OFFICE DEPARTMENT,
" Washington, D. C., June 17, 1889. .

" Sealed proposals are invited from steel-plate engravers and plate-printers, and will be received at this Department until 12 m. on Wednesday, the 17th day of July, 1889, for furnishing adhesive postage-stamps, in such quantities as may be called for by the Department during a period of four years commencing on the 1st day of October, 1889, viz:

1. Ordinary postage-stamps for use of the public.
2. Newspaper and periodical stamps.
3. Postage-due stamps.
4. Special-delivery stamps.

" Blank forms of proposal, with full specifications, will be furnished upon application to the Third Assistant Postmaster-General.

" JOHN WANAMAKER,
" Postmaster-General.

" Specifications.—Furnishing adhesive postage-stamps.

" KINDS OF STAMPS.

" Bids are invited for each of the several kinds of stamps, as follows:

1. Ordinary stamps for use of the public.
2. Newspaper and periodical stamps.
3. Postage-due stamps.
4. Special-delivery stamps.

" TWO SIZES OF ORDINARY STAMPS.

" For the purpose of giving the Postmaster-General the opportunity, if he shall think it desirable, to change the size of the stamps for use of the public, separate bids are invited for two different sizes of stamps of that kind, viz:

" A (present size), one inch by twenty-five thirty-seconds ($1 \times \frac{3}{4}$) of an inch for the engraving of each stamp, exclusive of necessary margin or border.

" B (reduced size), three-fourths by seven-eighths ($\frac{3}{4} \times \frac{7}{8}$) of an inch for the engraving of each stamp, exclusive of necessary margin or border.

" Bids for the newspaper and periodical, the postage-due, and the special-delivery stamps, will be for the sizes, respectively, in which such stamps are now furnished.

" To admit of proper perforation, the blank space or margin between the different stamps on a sheet shall be of equal width to that on the corresponding kinds now issued.

" NEW DESIGNS.

" If the Postmaster-General shall award the contract for the ordinary stamps of the smaller size specified in the foregoing, the contractor shall prepare and furnish the necessary new designs, dies, rolls, and plates with which to properly do the work, the cost of preparing and furnishing such new designs, dies, rolls, and plates to be included in the price for furnishing the stamps.

"Since it may be found expedient by the Postmaster-General to change the designs of any or all of the several kinds of stamps, or to add new denominations, at any time during the existence of the contract, separate bids are invited, as follows:

"(a)—For furnishing the stamps at a specified price per thousand, 'with the right reserved for the Postmaster-General to change designs and to add new denominations when and as often as he may desire, without extra compensation for designs, dies, rolls, and plates.'

"(b)—For furnishing the stamps at a specified price per thousand, 'with the right reserved to the Postmaster-General to change designs and to add new denominations when and as often as he may desire, with extra compensation' therefor, as indicated in the succeeding item, except, however, as to the smaller size of ordinary stamps, the cost of preparing the first or original series of designs, dies, rolls, and plates for which shall, as above stated, be included in the price for furnishing the stamps.

"(c)—For furnishing, at a specified amount for each single denomination, 'new designs, dies, rolls, and plates required by a change of design or the addition of new denominations of stamps, when called for by the Postmaster-General.'

"The amount named for furnishing new designs, dies, rolls, and plates shall include all the dies, rolls, and plates that may be required so long as that particular design shall remain in use during the contract term. All new designs, dies, rolls, and plates required under the contract shall be prepared to the satisfaction of the Postmaster-General, and shall be subject to his approval.

"DIES, ROLLS, AND PLATES.

"The dies and rolls now in use for furnishing postage-stamps, being the property of the Government, will be turned over to the contractor as soon after the execution and approval of the contract as he may require them; and from such dies and rolls he must produce the necessary working plates with which to provide a sufficient supply of stamps of the several kinds and denominations, to make deliveries promptly as called for from the beginning of the contract term. The working plates from which stamps are now being furnished will be turned over to the new contractor just as soon as their use can be dispensed with under the present contract, either before or after the beginning of the new contract term.

"Should the contract be awarded for ordinary stamps of the smaller size, the contractor shall begin the preparation of the new designs, dies, and rolls therefor immediately upon the execution and approval of his contract, in order that he may be ready to deliver the stamps of that size in the quantities required promptly at the commencement of the contract term.

"The contractor will be required to keep in repair all dies, rolls, and plates from which stamps may be produced, and to renew them whenever required.

"All dies, rolls, and plates made or used at any time in filling the contract shall immediately become the absolute property of the United States, and, together with those that may be turned over to the contractor, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded.

"Worn-out or discontinued plates may be required to be canceled or destroyed at the discretion of the Postmaster-General, under such regulations as he may prescribe.

"COLORS.

"The colors selected for the several denominations of the two sizes of ordinary stamps for which proposals are invited are respectively as follows:

"For ordinary stamps of the larger size (A):

1-cent, ultramarine blue.	6-cent, dark red.
2-cent, metallic red	10-cent, light brown.
3-cent, vermillion.	15-cent, orange.
4-cent, milori green.	30-cent, black.
5-cent, chocolate.	90-cent, carmine.

"The colors adopted for this size of stamps are shown on the specimens herewith, each being surcharged with the word 'Sample.'

"For ordinary stamps of the smaller size (B):

1-cent, ultramarine blue.	6-cent, vermillion.
2-cent, carmine.	10-cent, milori green.
3-cent, royal purple.	15-cent, steel blue.
4-cent, chocolate.	30-cent, black.
5-cent, light brown.	90-cent, orange.

"The colors adopted for this size are shown on the specimens herewith, each designated as 'Sample A'.

"The inks to be used in printing the stamps must be of the colors shown on the samples for the corresponding kinds and denominations, and be fully equal in quality

thereto. The use of aniline inks will not be allowed. The colors to be used for printing the newspaper and periodical, the postage-due, and the special-delivery stamps will be the same as those in the corresponding kinds and denominations now furnished. Samples of these stamps will not accompany the specifications, but they may be inspected at any time at the Post-Office Department.

"The Postmaster-General reserves the right to change the colors of any or all of the several kinds or denominations of stamps at any time during the existence of the contract, provided that in any such changes the contractor shall be compensated for any extra expense thereby involved; and also provided that if less expensive colors be selected the Department shall be credited with the reduction in cost, the amount of such increase or reduction to be determined by the Postmaster-General.

"MODE AND QUALITY OF PRINTING.

"Proposals should comprehend the furnishing of stamps printed on both hand-roller and steam-power presses, as follows:

"No. 1. For stamps printed on hand-roller presses.

"No. 2. For stamps printed by steam-power presses which require a portion of the work, such as wiping and polishing, to be done by hand.

"No. 3. For stamps printed by presses upon which all the work is done by steam-power.

"No. 4. For stamps furnished by steam-power presses which require a portion of the work, such as wiping and polishing, to be done by hand, with the right reserved to the Postmaster-General to require the work to be done on hand-roller presses in case he shall not be satisfied with the work done by steam-printing.

"No. 5. For stamps furnished by presses upon which all the work is done by steam-power, with the right reserved to the Postmaster-General to require the work to be done on hand-roller presses in case he shall not be satisfied with the work done by steam-printing.

"The printing shall be done from hardened steel plates engraved in the highest style of the art of steel engraving, and shall be equal to that on the samples accompanying these specifications, and be subject in every respect to the approval of the Postmaster-General or his duly authorized agent.

"PAPER, GUMMING, PERFORATIONS, ETC.

"The paper from which the stamps are to be printed must be run and calendered to a uniform thickness, each sheet to be fair, perfect, and free from creases and folds, and it shall be equal in quality, sizing, finish, and tensile strength to that of the samples attached to these specifications. The paper shall be subject to the inspection of the Postmaster-General or his duly authorized agent, before and after being printed on. The stamps shall be well gummed with the best quality of adhesive gum, uniformly laid on, the gumming to be equal in all respects to that on the samples herewith. The stamps shall be perforated in the best manner, so that every stamp may be readily detached for use. The sheets shall be well pressed and suitably packed or put up, so as to prevent them from adhering together, each sheet of the finished work to contain not more than 100 stamps. The stamps shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final. The contractor will be required to have on hand at the beginning of the contract term a sufficient stock of the several kinds and denominations of stamps with which to meet the requirements of the Department, and the stamps shall thereafter be furnished in such quantities as may be ordered by the Department daily or otherwise to fill requisitions from postmasters, each lot to be put up separately for mailing. All spoiled and rejected stamps shall be effectually canceled by and at the expense of the contractor, in such manner as the Postmaster-General may direct, and shall then be turned over to the Postmaster-General or his duly authorized agent for destruction.

"BUILDING, PLACE OF MANUFACTURE, ETC.

"The stamps will be required to be manufactured in a fire-proof building, and in separate apartments, distinct from those in which any other work is done, and the premises shall be fitted up with a fire and burglar-proof safe or vault, to be specially provided for storing the finished stamps; the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General. Suitable provision will also be made by the contractor for the safe-keeping on the premises of the stamps while in course of preparation, under such regulations as may be prescribed by the Postmaster-General, or his duly authorized agent, and subject to his approval.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

" AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the stamps, and he shall at all times have full and free access to the apartments, safes, and vaults where the stamps are manufactured and stored, for the purpose of inspecting the same. The Postmaster-General shall also have the right at any time to cause an inspection to be made, by any agent or agents whom he may specially designate for the purpose, of the apartments, safes, and vaults used for the manufacture and storage of stamps, and of the stamps in course of manufacture or in stock.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms, connected with the premises on which the stamps are made, for the transaction of the business of the agency, without cost to the Government.

" STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds and denominations of finished stamps sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and said stamps shall be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of stamps, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of stamps with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any stamps which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior stamps any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such stamps.

" PACKING—BLANKS.

"When fifty or more sheets of stamps are required to be sent to any address, they must be packed in strong binder's-board boxes, bound on the edges and corners with muslin, and enveloped in two thicknesses of strong manilla paper; but when less than that number are required to fill an order, they shall be inclosed in strong manilla envelopes equal to those now in use for the same purpose, such envelopes as well as blank labels of direction for the wrapped packages to be furnished by the contractor and addressed by the agent. All the wrapped packages and the envelopes inclosing stamps shall be securely sealed with wax and impressed with a stamp of special device, or securely fastened with a paper seal of special design, subject to the approval of the Postmaster-General or his duly authorized agent. The contractor shall also furnish all blanks required to be inclosed with the stamps.

" DELIVERY.

"The stamps may be required to be delivered by the contractor in separate packages, as above provided for, at the post-office in the place where the same are manufactured, or at such other post-office in the immediate vicinity of the place of manufacture as the Postmaster-General may direct, and under such regulations as he may prescribe.

" STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamps that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such stamps until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of one-half of one-quarter of a year. Any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without any compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of

such stamps as may remain in their hands at the close of their contract term (September 30, 1889), and the new contractor shall not be entitled to damages on account of such issue.

" REPORTS.

"The contractor will be required to report weekly or otherwise, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, and kind of stamps manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

"AWARD—FORM OF BIDS.

"The contract will be awarded on the basis of the number of the several kinds of stamps issued during the year ending March 31, 1889, as follows:

1. Ordinary stamps for use of the public.....	1,959,679,445
2. Newspaper and periodical stamps.....	3,381,556
3. Postage-due stamps.....	11,478,048
4. Special-delivery stamps.....	1,468,080

"The contract will be awarded as a whole to the lowest responsible bidder, the total amount of a bid to be ascertained by multiplying the foregoing issues by the prices bid respectively for the several items upon which the Postmaster-General shall decide to make the award, and then aggregating the results. It must be understood, however, that the above-stated issues are given merely as a basis for making the award, and that the contractor will be required to furnish all the stamps of the several kinds and denominations that may be called for by the Department during the contract term. Should the use of any kind or denomination be discontinued during the contract term, the contractor will not be entitled to compensation on account of such discontinuance.

"Each bidder should submit a proposal for furnishing stamps of all the above kinds, including the two different sizes of ordinary stamps. Each proposal should comprehend also the furnishing of stamps printed by one or more of the several modes of printing hereinbefore set forth, and described in the form of proposal. Bids should be made also for furnishing stamps with and without the reservation of the right to the Postmaster-General to change the design and to add new denominations at the expense of the contractor; also for furnishing the necessary designs, dies, rolls, and plates (the price named to cover a single denomination) involved by a change of style or the addition of new denominations, the object in calling for the latter proposal being to enable the Postmaster-General to make desired changes in the event that he should award the contract without the reservation of the right to do so at the expense of the contractor. The prices named in the proposal shall include everything required to be done and furnished as set forth in these specifications. In determining upon the award, the Postmaster-General reserves the right to make a selection from among the several classes of bids specified.

"In case it should be decided by the Secretary of the Treasury to submit bids or estimates for doing the work and furnishing the stamps under these specifications by the Bureau of Engraving and Printing, the Postmaster-General reserves the right to make award under said bids or estimates, if they should be found to be lower or more advantageous to the Government than the bids submitted by private bidders; the work to be performed in such event, in general conformity to these specifications, under such regulations as may be adopted by the Postmaster-General with the concurrence of the Secretary of the Treasury.

" PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership, the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a district or circuit judge of the United States; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his

sureties shall forfeit and pay to the United States of America the sum of two hundred thousand dollars, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department stamps inferior to those required by the contract.

"The contract can not in any case be lawfully transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"ADDRESS OF PROPOSALS.

"Proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for Furnishing Adhesive Postage Stamps,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,
"Postmaster-General.

"POST OFFICE DEPARTMENT,

"Washington, D. C., June 21, 1889."

And whereas, on the 17th day of July, 1889, between the hours of 12 noon and 1 p. m., upon the public opening and examination of the proposals submitted in pursuance of said advertisement, it appeared that Charles F. Steel, of Philadelphia, Pa., was the lowest bidder, both in the aggregate and in detail, for furnishing all of the several kinds of stamps called for, by any of the processes or under any of the conditions specified:

And whereas the said Charles F. Steel, after the allowance of ample time and opportunity, failed to satisfy the Postmaster-General of his purpose or ability to carry out the requirements of such a contract as it might have been found expedient to enter into with him, and thereafter declined to comply with his proposal, which was thereupon rejected by the Postmaster-General on the 23d of October, 1889, by order No. 240, which is duly entered on the Official Journal of the Department:

And whereas, prior to the rejection of said bid, namely, by advertisement dated September 11, 1889, the Postmaster-General had again called for proposals for furnishing the Department with adhesive postage-stamps, the new call being intended to provide for a period of four years, beginning December 1, 1889, and had failed to receive any bid as advantageous to the Government as that of the American Bank Note Company, which was next to the lowest bid received under the first advertisement:

And whereas the Postmaster-General, being satisfied of the competency of the said American Bank Note Company to perform the work to be required of it, and also of the reasonableness of its said bid, by an order dated the 23d of October, 1889, awarded to it the contract for furnishing the said adhesive stamps during a period of four years

beginning January 1, 1890, which order numbered 241, and duly recorded in the Official Journal of the Department, is as follows:

"POST OFFICE DEPARTMENT,
"Washington, D. C., October 23, 1889.

"Ordered, No. 241]—

"That a contract for furnishing such adhesive postage stamps as may be called for by the Post-Office Department during a period of four years beginning on the 1st day of January, 1890, be awarded to the American Bank Note Company of New York, at the following prices and under all the conditions comprehended in its proposal submitted to the Department on the 17th day of July, 1889, in compliance with a public advertisement dated June 17, 1889, inviting proposals for furnishing such stamps, to wit:

"Ordinary stamps for the use of the public:

"For every thousand stamps, three-quarters by seven-eighths of an inch in size, and of the colors shown in the samples marked Sample A attached to the proposal—the printing to be done wholly by steam power—with the right reserved to the Postmaster-General to change designs and to add new denominations, with extra compensation on account thereof, when and as often as he may desire	cents..	7½
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations, when called for by the Postmaster-General—		
For the two-cent stamp.....	dollars..	1,200
For other denominations, each.....	do....	500

"Newspaper and periodical stamps:

"For every thousand stamps of the size and colors now in use—the printing to be done on hand-roller presses with the right reserved to the Postmaster-General to change designs and to add new denominations, with extra compensation on account thereof, when and as often as he may desire	cents..	18
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations, when called for by the Postmaster-General—for each denomination.....	dollars..	450

"Postage-due stamps:

"For every thousand stamps of the size and color now in use—the printing to be done on hand-roller presses—with the right reserved to the Postmaster-General to change designs and to add new denominations with extra compensation on account thereof, when and as often as he may desire.....	cents..	8½
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations when called for by the Postmaster-General—for each denomination.....	dollars..	400

"Special-delivery stamps:

"For every thousand stamps of the size and color now in use—the printing to be done on hand-roller presses—with the right reserved to the Postmaster-General to change designs and to add new denominations, with extra compensation on account thereof, when and as often as he may desire.....	cents..	18
"Furnishing new designs, dies, rolls, and plates required by a change of design or the addition of new denominations, when called for by the Postmaster-General—for each denomination.....	dollars..	750

"JNO WANAMAKER,
"Postmaster-General."

Now, therefore, in consideration of the premises, and of the stipulations hereinafter set forth, the said American Bank Note Company, contractor, and its sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in the manner following, to wit:

First. That the said contractor shall furnish and deliver all the adhesive postage-stamps that may be called for by the Post-Office Department during a period of four years beginning on the 1st day of January, 1890, of the following kinds, to wit: (1)

ordinary stamps for the use of the public; (2) newspaper and periodical stamps; (3) postage-due stamps; (4) special-delivery stamps.

Second. That the sizes and colors of the newspaper and periodical, the postage-due, and the special-delivery stamps, shall be the same as those of the corresponding kinds and denominations now in use; but the size of the ordinary stamps for the use of the public shall be three-fourths by seven-eighths of an inch each, the several denominations and colors to be such as are shown on the samples hereto attached, and which are as follows:

1-cent, ultramarine blue.	6-cent, vermilion.
2-cent, carmine.	10-cent, milori green.
3-cent, royal purple.	15-cent, steel-blue.
4-cent, chocolate.	30-cent, black.
5-cent, light brown.	90-cent, orange.

To admit of proper perforation, the blank space or margin between the different stamps on a sheet shall be of equal width to that on the ordinary stamp now in use.

Third. That the stamps shall be furnished subject in all respects to the approval of the Postmaster-General or his designated agent; that they shall be printed from hardened steel plates engraved in the highest style of the art of engraving—the printing of the ordinary stamps to be done on steam-power presses, and that of the other kinds on hand-roller presses; and the character of the printing and the quality of the ink to be used must be fully up to that shown on the samples hereinabove referred to. It is understood that no aniline inks shall be used.

Fourth. That the contractor shall at its own expense immediately prepare all the necessary designs, dies, rolls, and plates from which the ordinary stamps are to be manufactured, subject to the approval of the Postmaster-General, so that the delivery of the stamps, in the quantities required, may be begun promptly at the commencement of the contract term; but should the contractor not be prepared at that time, (or as soon thereafter as the extra quantity of stamps called for by the Postmaster-General on the 7th of September, 1889, in order No. 227, shall have been exhausted), to begin the issue of the ordinary stamps as required above, it may until its preparations are completed, but not later than the 1st of April, 1890, issue such stamps of the sizes and colors, and from the dies, rolls, or plates now in use, subject to the condition as to price hereinafter stated; that the said contractor shall also, from the dies and rolls now in use, produce the necessary working plates with which to provide a supply of the other stamps of the several kinds and denominations herein contracted for, sufficient to make deliveries promptly as called for from the beginning of the contract term; but the working plates from which such stamps are now being furnished may, if in suitable condition, be used by the contractor until new plates are needed; that the contractor shall keep in repair all dies, rolls, and plates from which stamps of every kind may be produced, and shall renew them whenever required; and all dies, rolls, and plates made or used at any time in filling this contract shall immediately become the property of the United States, and, together with those that may be turned over to the contractor, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded. Worn-out or discontinued plates shall be cancelled or destroyed at the discretion of the Postmaster-General under such regulations as he may prescribe. It is understood that if the Postmaster-General shall at any time during the continuance of this contract decide to change the design or designs of any of the several series of stamps herein described, or to add thereto new denominations, the contractor shall prepare, to the satisfaction of the Postmaster-General, all the necessary dies, rolls, and plates therefor, subject to the foregoing provisions, and to the further provision as to extra compensation for such work hereinafter stated.

Fifth. That all the work in connection with the preparation, renewal, and repair of the dies, rolls, and plates shall be done under the immediate supervision of the contractor and of the Government agent, and in accordance with such regulations as the Postmaster-General may prescribe. And the contractor shall not manufacture or permit to be manufactured by any person in its employ, any dies, rolls, or plates for producing postage-stamps, except such as may be required for its use in carrying out the contract, and it shall be liable in damages for the unauthorized manufacture of such dies, rolls, and plates, and for the production of stamps therefrom. It shall also be responsible for the safe-keeping of the dies, rolls, and plates while in its use or custody; when not in use they shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe.

Sixth. That the paper from which the stamps are to be printed shall be run and calendered to a uniform thickness, each sheet to be fair, perfect, and free from creases and folds, and it shall be equal in quality, sizing, finish, and tensile strength to that of the sample hereto attached, and be subject to the inspection of the Postmaster-General or his duly authorized agent, before and after being printed on.

Seventh. That the stamps shall be well gummed with the best quality of adhesive gum, uniformly laid on, the gumming to be equal in all respects to that on the samples herewith; that the stamps shall be perforated in the best manner, so that every stamp may be readily detached for use; that the sheets shall be well pressed and suitably packed or put up, so as to prevent them from adhering together—each sheet of the finished work to contain not more than one hundred stamps; that the stamps shall be subject in every respect to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final; that the contractor shall have on hand at the beginning of the contract term a sufficient stock of the several kinds and denominations of stamps with which to meet the requirements of the Department, and that the stamps shall thereafter be furnished in such quantities as may be ordered by the Department daily or otherwise to fill requisitions from postmasters—each lot to be put up separately for mailing; and that all spoiled and rejected stamps shall be effectually canceled by and at the expense of the contractor, in such manner as the Postmaster-General may direct, and shall then be turned over to the Postmaster-General or his duly authorized agent for destruction.

Eighth. That the stamps shall be manufactured in a fire-proof building, and in separate apartments, distinct from those in which any other work is done, and the premises shall be fitted up with a fire and burglar proof safe or vault, to be specially provided for storing the finished stamps—the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General; that suitable provision shall be made by the contractor for the safe-keeping on the premises of the stamps while in course of preparation, under such regulations as may be prescribed by the Postmaster-General, or his duly authorized agent, and subject to his approval; that the building shall be policed or guarded at all hours of the day and night, in such manner as the Postmaster-General may require; and that the contractor, its employés, and agents shall conform to such regulations as the Department may from time to time adopt for the security of the Government. And the contractor shall furnish the resident agent of the Department, appointed for supervising the execution of the contract, and his clerks, suitable and properly furnished office rooms, connected with the premises on which the stamps are made, for the transaction of the business of the agency, without cost to the Government.

Ninth. That the contractor shall at all times keep on hand a stock of the several kinds and denominations of finished stamps sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, and said stamps shall be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of stamps, not exceeding a supply for three months—such extra quantity to be comprehended in one or more orders, to be given at such time or times as the Postmaster-General may decide upon, but the total not to exceed the estimated quantity needed to meet the demand for three months.

Tenth. That when fifty or more sheets of stamps are required to be sent to any address, they shall be packed in strong binder's board boxes, bound on the edges and corners with muslin, and enveloped in two thicknesses of strong manilla paper; that when less than that number are required to fill an order, they shall be inclosed in strong manilla envelopes, equal to those now in use for the same purpose; that such envelopes, as well as blank labels of direction for the wrapped packages, shall be furnished by the contractor and addressed by the agent; that all the wrapped packages and the envelopes inclosing stamps shall be securely sealed with wax and impressed with a stamp of special device, or securely fastened with a paper seal of special design, subject to the approval of the Postmaster-General or his duly authorized agent; and that the contractor shall furnish all blanks required to be inclosed with the stamps.

Eleventh. That the stamps shall be delivered by the contractor in separate packages, as above provided for, at the post-office in the place where the same are manufactured, or at such other post-office in the immediate vicinity of the place of manufacture as the Postmaster-General may direct, and under such regulations as he may prescribe. And the contractor shall continue to issue, after the close of the contract term, all stamps ordered during the existence of the contract, in case it shall be required by the Postmaster-General.

Twelfth. That should the Postmaster-General require it, the contractor shall continue the issue, until they shall be exhausted, of all the stock of stamps that may remain on hand at the end of the contract term, subject to all conditions of the contract, provided that the stock shall not exceed in quantity the average requirements of the Department for a period of one-half of one-quarter of a year; and any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without any compensation therefor.

Thirteenth. That the contractor shall report weekly or otherwise, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, and kind of stamps manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the United States of America, party of the first part, hereby covenants and agrees to pay to the said American Bank Note Company, contractor, for the stamps manufactured, accepted, and delivered, under this contract, at the following rates, that is to say:

For ordinary postage-stamps for the use of the public, seven cents and forty-seven hundredths of a cent ($7\frac{47}{100}$ c.) for every thousand stamps.

For newspaper and periodical stamps, eighteen cents (18 c.) for every thousand stamps.

For postage-due stamps, eight cents and forty-nine hundredths of a cent ($8\frac{49}{100}$ cents) for every thousand stamps.

For special-delivery stamps, eighteen cents (18 c.) for every thousand stamps.

And for the furnishing of new designs, dies, rolls, and plates when required by a change of design or the addition of new denominations, at the following rates:

For the two-cent denomination of ordinary stamps, twelve hundred dollars (\$1,200).

For all other ordinary stamps, five hundred dollars (\$500) for each denomination.

For the newspaper and periodical stamps, four hundred and fifty dollars (\$450) for each denomination.

For the postage-due stamps, four hundred dollars (\$400) for each denomination.

For the special-delivery stamps, seven hundred and fifty dollars (\$750) for each denomination.

And the said prices shall include everything required to be done and furnished as set forth in these specifications—payments to be made monthly after proper examination and verification of accounts.

It is to be understood that all the new designs, dies, rolls, and plates necessary for the series of ordinary stamps of the sizes and denominations hereinbefore detailed, and with the issue of which, on the 1st of January, 1890, the contractor is expected to begin its contract, shall be made at its own expense; and that should it not be ready by that date with the said designs, dies, rolls, and plates, or as soon thereafter as the extra quantity of stamps called for by the order of the Postmaster-General of September 7, 1889 (No. 227), shall have been exhausted, then such quantity of stamps of the old designs and sizes as shall be required up to the time when stamps of the new designs shall be ready—provision for which issue is made in the fourth stipulation of this contract—shall be paid for under the terms of the old contract, that is to say, at the rate of six cents and ninety-nine hundredths of a cent ($6\frac{99}{100}$ c.) for every thousand stamps.

It is also to be understood that the United States will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamps that may remain on hand after the close of the contract term, subject to the limitation as to the extent of such stock hereinbefore prescribed.

It is likewise to be understood that the several prices stated above for the furnishing of new designs, dies, rolls, and plates, when called for by changes of design or the adoption of new denominations, shall include in every case all the dies, rolls, and plates required so long as that particular design shall remain in use during the contract term.

And the United States of America also agrees to turn over to the said American Bank Note Company, as soon as they may be needed and called for, all the dies, rolls, and working plates belonging to the Government not already in the custody of said company, from which stamps are now made.

It is further stipulated and agreed by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the stamps, who shall at all times have full and free access to the apartments, safes, and vaults where the stamps are manufactured and stored, for the purpose of inspecting them; and that the Postmaster-General shall also have the right at any time to cause an inspection to be made by any agent or agents whom he may specially designate for the purpose, of the apartments, safes, and vaults used for the manufacture and storage of stamps, and of the stamps in course of manufacture or in stock.
2. That the Postmaster-General shall have the right to change the colors of any or all of the several kinds or denominations of stamps at any time during the existence of the contract, provided that in any such changes the contractor shall be compensated for any extra expense thereby involved; and also provided that if less expensive colors be selected the Department shall be credited with the reduction in cost, the amount of such increase or reduction to be determined by the Postmaster-General.
3. That in case the said American Bank Note Company shall fail to furnish

promptly and in quantities as ordered the article or articles to be furnished by it under this contract, and to faithfully and diligently keep, perform, and abide by each and every of the requirements, provisions, and terms thereof, and of the specifications hereto attached, the said parties of the second part shall forfeit and pay to the United States of America the sum of two hundred thousand dollars, for which said forfeiture the said parties shall be jointly and severally liable as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

4. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department stamps inferior to those herein required.

5. That the Postmaster-General shall also have the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of stamps with which to promptly meet all just requirements of the Department; also to fine the contractor in the same way for errors made in the count of stamps, whereby either a greater or less number or a greater or less value of stamps is issued than called for on the orders of the Department.

6. That in the event that the exigencies of the public service shall require the acceptance by the Department of any stamps which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior stamps any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such stamps.

7. That should the use of any kind or denomination of postage-stamps herein contracted for be discontinued during the contract term, the contractor will not be entitled to compensation on account of such discontinuance.

8. That on failure of the contractor to promptly furnish, when called for, any article or articles specified in this contract, the Postmaster-General shall have the right to cause the same to be manufactured and furnished by such parties as he may select; and if a greater price be paid than that fixed by the contract for like articles, the difference shall be charged to the contractor in the settlement of accounts. Failure to furnish any article promptly after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

9. That should the contractor, in the performance of work under this contract, make unauthorized use of any machinery or material, or other thing on which a patent has been granted by the United States, the Government shall be made free of all liability for infringement.

10. That payments for any stamps furnished or work done by the contractor may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

11. That the contractor shall faithfully account to the Postmaster-General, or his duly authorized agent, for all stamps printed or produced, and shall be liable in damages for the theft or misappropriation of any stamps that may be manufactured by it or come into its custody as contractor.

12. That should the interest of the Government require, this contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extension.

13. That if at any time during the continuance of this contract the sureties herein or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

14. That this contract shall not be transferred or assigned.

15. That no member of Congress shall be admitted to any share or part of this contract, or any benefit to arise therefrom, as provided by Sect. 3741 of the Revised Statutes of the United States.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part bind themselves and each of them, their and each of their heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has

attested the same by his signature; and the said parties of the second part have hereto set their hands and seals on the day and date hereinbefore written.

JNO. WANAMAKER,
Postmaster-General.

Attest:

A. D. HAZEN,
Third Assistant Postmaster-General.

AMERICAN BANK NOTE COMPANY,
By J. MACDONOUGH, *President.*

A. D. SHEPARD, *Vice-President.*

Attest:

THEO. H. FREELAND,
Secretary.

PHINEAS C. LOUNSBURY,
W. J. ARKELL.
JOS. S. STOUT.
ELLIOTT F. SHEPARD.

Approved as to form.

JAS. N. TYNER.
Asst. Atty. General for P. O. Dept.

STATE OF NEW YORK, *County of New York, ss:*

Phineas C. Lounsbury, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut; and that he is worth the sum of one hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

PHINEAS C. LOUNSBURY.

Subscribed and sworn to before me, this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, *U. S. D. J.*

I certify to the best of my knowledge and belief, ———, one of the sureties in the foregoing contract between the United States of America and the American Bank Note Company, of New York, for furnishing adhesive postage stamps during a period of four years, beginning January 1, 1890, is worth the sum of ——— thousand dollars, over and above all liabilities and encumbrances whatever.

Postmaster at ———.

STATE OF NEW YORK, *County of New York, ss:*

William J. Arkell, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York; and that he is worth the sum of one hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

W. J. ARKELL.

Subscribed and sworn to before me, this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, *U. S. D. J.*

I certify that to the best of my knowledge and belief, ———, one of the sureties in the foregoing contract between the United States of America and the American Bank Note Company, of New York, for furnishing adhesive postage stamps during a period of four years beginning January 1, 1890, is worth the sum of ——— thousand dollars over and above all liabilities and incumbrances whatever.

Postmaster at ———.

STATE OF NEW YORK, *County of New York, ss:*

Joseph S. Stout, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York; and that he is worth the sum of one hundred thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

JOS. S. STOUT.

Subscribed and sworn to before me this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, U. S. D. J.

STATE OF NEW YORK, *County of New York, ss :*

Elliott F. Shepard, one of the sureties in the foregoing contract of the American Bank Note Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of one hundred thousand dollars over and above all his debts and liabilities and exclusive of property exempt from execution.

ELLIOTT F. SHEPARD.

Subscribed and sworn to before me this seventh day of November, one thousand eight hundred and eighty-nine, and by me approved.

ADDISON BROWN, U. S. D. J.

AMERICAN BANK NOTE COMPANY,
New York, 7th November, 1889.

[Extract from by-laws of the American Bank Note Company.]

ARTICLE VI.—*Contracts.*

SECTION 1. All contracts in writing entered into by the company shall be signed by the president and attested by the secretary, and shall have the seal of the company affixed; and all instruments so executed shall bind the company.

I hereby certify that the above is a true extract from by-laws of this company.

THEO. H. FREELAND,
Secretary.

No. 18.—*Copy of contract for the manufacture and supply of postal-cards during the four years beginning on the 1st day of October, 1890.*

This article of contract and agreement, made this fourth day of September, one thousand eight hundred and eighty-nine, between the United States of America, acting in this behalf, by John Wanamaker, Postmaster-General, of the first part, and Albert Daggett, of the city of New York, N. Y., principal, and Andrew D. Baird, Franklin Woodruff, and James W. Birkett, all of the city of Brooklyn and county of Kings and State of New York, as sureties, of the second part, witnesseth:

That whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the seventeenth day of June, one thousand eight hundred and eighty-nine, to be published in certain newspapers in the United States, inviting proposals for furnishing all the postal-cards which the Department might call for during the four years beginning on the first day of October, one thousand eight hundred and eighty-nine, a printed copy of which advertisement, together with the specifications therein referred to, is hereto annexed and made part hereof as follows:

"PROPOSALS FOR FURNISHING POSTAL-CARDS.

"[Advertisement.]

"POST-OFFICE DEPARTMENT,
"Washington, D. C., June 17, 1889.

"Sealed proposals will be received at this Department until 12 m. on Thursday, the 18th day of July, 1889, for furnishing all the postal cards which the Department may call for during a period of four years beginning October 1st, 1889.

"Blank forms of bids, with samples and full specifications, will be furnished upon application to the Third Assistant Postmaster-General, Washington, D. C.

"The specifications call for bids on samples furnished by the Department, and also on such other samples that bidders desire to submit.

"JOHN WANAMAKER,
"Postmaster-General.

"Specifications.—Furnishing postal-cards.

"SIZES AND STYLES.

"Bids are invited, upon samples submitted herewith, for each of three different sizes and kinds of postal-cards, as follows:

"1. Measuring two and fifteen-sixteenths by four and five-eighths ($2\frac{15}{16} \times 4\frac{5}{8}$) inches, and weighing 5 pounds 12 ounces per thousand cards, as per sample herewith, marked 'Departmental Sample A' (color of cards furnished to be pearl gray).

"2. Measuring three by five and one-eighth ($3 \times 5\frac{1}{8}$) inches, and weighing 5 pounds 5 ounces per thousand cards, as per sample herewith, marked 'Departmental Sample B.'

"3. Measuring three and three-fourths by six and one-eighth ($3\frac{3}{4} \times 6\frac{1}{8}$) inches, and weighing nine pounds one ounce per thousand cards, as per sample herewith, marked 'Departmental Sample C.'

"If the contract shall be awarded upon these samples, or any of them, the papers from which the cards shall be made must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and finished on both sides suitable for printing and for writing with ink and pencil; and they shall be of the same colors (except the No. 1) and general appearance as the respective samples, and be equal thereto in quality, tensile strength, finish, and all other respects. The color of the cards to be furnished of the kind marked 'Departmental Sample A' shall be pearl gray, of such shade as may be acceptable to the Postmaster-General.

"The right is reserved to the Postmaster-General to change the color of the paper of any or all the standards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of any or all of the cards at any time during the contract term upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. All the paper furnished or used shall be subject to the supervision and approval of the Postmaster-General, or his duly authorized agent, before and after being printed. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

"SAMPLES SUBMITTED BY BIDDERS.

"In addition to proposals upon the departmental samples, bids are invited for furnishing cards of all the above sizes, upon such samples of paper as bidders may desire to submit and as they shall consider suitable for postal-card use. As the contract will be awarded as a whole to one bidder, such bids should include all three sizes of cards called for; and the bidder may submit one or more distinct samples of paper for each size. Such samples must be of the same size as the departmental samples, and they should be, approximately, at least, of the same weight for corresponding sizes—the exact weight of each sample per thousand cards to be stated in the proposal. If the award should be made upon the samples, or any of them, to be submitted by bidders, the paper in the cards to be furnished under the contract must conform strictly to the accepted sample or samples in weight, quality, finish, tensile strength, and all other respects, and shall be subject to the conditions and reservations hereinbefore prescribed with respect to the paper in the departmental samples, so far as they may, in the opinion of the Postmaster-General, be applicable.

"EXTRA QUANTITY OF SAMPLES.

"In addition to the samples (other than departmental samples) inclosed with the bid (one sample of each size and kind), the bidder will be required to submit separately an extra quantity of the paper of which his samples are made—such extra quantity to consist in each case of not less than five hundred cards cut to the proper size, and not less than one hundred sheets of paper, of the width in which it has been run on the machine and of about equal length; and they should be securely boxed and sent to the Third Assistant Postmaster-General, Washington, D. C., in time to reach the Department on or before the day fixed for the receipt of bids. To afford the means of identification, each sample inclosed with a bid should be marked by the bidder on the upper left-hand corner with his initials or other distinguishing sign; and the sample cards and sheets of paper embraced in the extra quantity to be submitted should all be initialed or marked in the same way.

"PRINTING, DIES, ROLLS, AND PLATES.

"The cards must be surface-printed on one side only from hardened steel plates, and with ink of such quality and colors as may from time to time be approved by the Postmaster-General. The use of aniline inks will not be allowed. The cards may be required to be printed with a border, the design to be selected by the Postmaster-General; bidders should, therefore, submit bids for printing the cards both with and without border.

"The dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt; but all the necessary working plates must be furnished, kept in repair, and renewed at the cost of the contractor; and any expense which the Government may incur in connection therewith shall be charged to him and deducted in the settlement of accounts for cards furnished. All such plates made or used at any time during the contract shall immediately become the absolute property of the United States, and shall be turned over to the Postmaster-General, or his duly-authorized agent, whenever demanded. Should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates, he shall be held responsible for the safe custody and proper use of such dies and rolls, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under the contract, subject to the provisions above.

"The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the conditions stated in the foregoing.

"The cards as they are manufactured shall be subject in every respect to the approval of the Postmaster-General or his duly-authorized agent, and his right of rejection shall be absolute and final.

"All spoiled cards shall be destroyed by the agent of the Department in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for cards spoiled in the process of manufacture or rejected upon inspection.

"BUILDING, PLACE OF MANUFACTURE, ETC.

"The postal-cards will be required to be manufactured in a strictly first-class building of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; and the premises shall be fitted up with a fire and burglar-proof safe or vault to be specially provided for storing the finished cards: the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General or his duly-authorized agent. Special provisions will also be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly-authorized agent, and subject to his approval.

"AGENT—OFFICE-ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where the cards are manufactured and stored, for the purpose of inspecting the same. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office-rooms, connected with the premises on which the cards are manufactured, for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished rooms for the use of the post-office in registering and mailing packages of postal-cards to be forwarded through the mails. The apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards shall be immediately connected with each other by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly-authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose of the rooms, apartments, and vaults used for the manufacture and storage of cards and of the cards in course of manufacture or in stock.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract; and

said cards shall be held subject to the control of the Postmaster-General or his duly-authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly-authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

"PACKING.

"The cards must be banded in parcels of twenty-five (25), and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, and of such construction as shall be approved by the Postmaster-General; each box to contain not less than five hundred (500) of the one-cent or two hundred and fifty (250) of the two-cent cards. When less than 2,000 cards are required to fill the order of a postmaster the boxes shall be wrapped in one package, securely fastened, in strong manilla paper, and sealed so as to safely bear transportation by mail; and when 2,000 or more cards are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases well strapped with hoop-iron; but no case shall contain to exceed 25,000 cards. Said cases shall be addressed by the contractor under the direction of an agent of the Department. The labels for packages are to be prepared by the agent, but attached by the contractor. The cotton cloth required, as above, to be put on the corners and edges of boxes may be omitted when the cards are to be shipped in wooden cases. When, however, cards are required to be sent to any of the Department's distributing sub-agencies, they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, as may be indicated by the Department when the orders for the cards are given.

"All address labels and other official blanks required for use in the fulfillment of the contract will be furnished by the Department.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal-cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractor of such cards as may remain in his hands at the close of his contract term (September 30, 1889), and the new contractor shall not be entitled to damages on account of such issues.

"The Department now has in the custody of the present contractor, subject to issue, 3,103,001 2-cent postal-cards, which were purchased at the close of a former contract; the new contractor may be required to receive and store such of these cards as shall remain on hand at the close of the present contract, and to issue them as required, without cost to the Government for wrapping, packing, and handling.

"DELIVERY.

"The contractor must be ready to commence the delivery of the cards on the first day of October, 1889, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the daily orders of the Department. The cards may be required to be delivered in separate packages, as above provided for, at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office, in the discretion of the Postmaster-General.

"REPORTS.

"The contractor will be required to report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

"SCOPE OF BIDS—AWARD.

"Bids must be made upon the blank forms, copy of which is hereto annexed. The contract will be awarded as a whole, and each bidder should therefore include in his proposal all three sizes called for. But the proposal may be made on the departmental samples, or any of them, as well as on such samples of the respective sizes, or any of them, as the bidder may desire to submit. The bidder will not be confined to one sample of paper for any prescribed size of cards, but may submit offers on as many different kinds of paper for each size as he may choose. The Postmaster-General reserves the right to award the contract, at his discretion, upon any of the samples for which proposals may be submitted; that is, he may award it wholly upon the departmental samples or wholly upon the samples submitted by the bidder, or partly upon the departmental samples and partly upon the samples offered by the bidder, or he may reject all bids.

"The total number of postal-cards issued to postmasters during the year ending March 31, 1889, was as follows:

One-cent cards.....	392,646,500
Two-cent cards.....	139,750
Total.....	392,786,250

"But for the purpose of determining the total amount of a bid, calculations will be made on the basis of a supposed issue of 400,000,000 cards for one year, apportioned as follows:

Size No. 1.....	100,000,000
Size No. 2.....	200,000,000
Size No. 3.....	100,000,000

"These numbers will be multiplied by the prices bid, respectively, and the results aggregated. The Postmaster-General, however, reserves the right to make the award for only one size of card, or for two sizes, or for three sizes, as he may deem proper, after the receipt of the proposals. If he shall decide not to make the award for all three sizes, then only the number above given of the other size or sizes will be taken into account in determining the aggregate of the bid. It must be understood, however, that the contractor will be required to furnish all the cards of the adopted size or sizes that may be called for by the Department. The quantities in which the different sizes of cards will be called for can not, of course, be now stated. The total number of cards to be required during the contract term will probably be not less than 2,000,000,000.

"As hereinbefore stated, the Postmaster-General may decide to have the cards printed with a border. Bids should therefore include propositions to furnish the cards with and without a border.

"In case it should be decided by the Secretary of the Treasury to submit bids or estimates for doing the work and furnishing the cards under these specifications by the Bureau of Engraving and Printing, the Postmaster-General reserves the right to make award under said bids or estimates if they should be found to be lower or more advantageous to the Government than the bids submitted by private bidders; the work to be performed in such event, in general conformity to these specifications, under such regulations as may be adopted by the Postmaster-General with the concurrence of the Secretary of the Treasury.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the individual or partnership making it, and when made by a partnership the name of each partner thereof must be disclosed; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties of the character and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and

sufficiency of the signers to such guaranty to be certified to by the postmaster or United States attorney where the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they *severally* own and possess property of the clear value in the aggregate of \$200,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest responsible bidder, if not deemed too high by the Postmaster-General, and so on until the required contract is executed; and such next lowest bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and, in default thereof, the contract may be annulled.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract when made if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of a willful attempt to impose upon the Department cards inferior to those required by the contract.

"PAYMENTS.

"Payments for cards actually issued and delivered will be made monthly, after proper examination and adjustment of accounts.

Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract can not in any case be lawfully transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"ADDRESS OF PROPOSALS.

"All proposals must be made on the blank form hereto annexed, securely enveloped and sealed, indorsed 'Proposals for furnishing postal-cards,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,
"Postmaster-General.

"POST-OFFICE DEPARTMENT,
"Washington, D. C., June 21, 1889."

And whereas, on the eighteenth day of July, one thousand eight hundred and eighty-nine, between the hours of twelve o'clock m. and two o'clock p. m., upon the public opening and examination of the proposals submitted in pursuance of said advertisement, it appeared that the proposal submitted by the said Albert Daggett was the lowest in the aggregate for the three sizes of cards, of the Department's samples, for which proposals were invited—the prices proposed by him being thirty-seven

cents a thousand, with or without border, for size No. 1; thirty-five cents a thousand cards, with or without border, for size No. 2; and fifty cents a thousand cards, with or without border, for size No. 3;

And whereas the Acting Postmaster-General, by an order dated the 16th day of August, eighteen hundred and eighty-nine, awarded the contract for furnishing all three sizes of cards to the said Albert Daggett, the order being in the following words, namely:

"Ordered, No. 203.]

"That the contract for furnishing postal-cards for the four years beginning October 1, 1889, be and the same is hereby awarded to Albert Daggett, of New York, N. Y., upon the terms and conditions contained in his proposal dated July 17, 1889, in pursuance of public advertisement and specifications bearing date of June 17, 1889—the prices in the said proposal and the kinds of cards upon which this award is made being as follows:

"For size No. 1, departmental sample 'A'—size $2\frac{1}{2}$ by $4\frac{1}{2}$ inches, with or without border—thirty-seven cents a thousand cards.

"For size No. 2, departmental sample 'B'—size 3 by $5\frac{1}{2}$ inches, with or without border—thirty-five (35) cents a thousand cards.

"For size No. 3, departmental sample 'C'—size $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, with or without border—fifty (50) cents a thousand cards.

"JAMES S. CLARKSON,
"Acting Postmaster-General."

Now, therefore, in consideration of the premises, the said Albert Daggett, contractor, and his sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves, in manner and to the effect following, that is to say:

First. That the said contractor shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the postal-cards that the Post-Office Department may call for during the four years beginning on the first day of October, one thousand eight hundred and eighty-nine, of any or all the sizes and kinds hereinafter specified.

Second. That the dimensions, and weights, and colors of the cards shall be as follows:

No. 1, size two and fifteen-sixteenths by four and five-eighths inches; weight, five pounds twelve ounces a thousand cards; color, pearl gray, of such shade as may be acceptable to the Postmaster-General.

No. 2, size three by five and one-eighth inches; weight, five pounds five ounces a thousand cards; color, same as that in the sample No. 2, hereto attached.

No. 3, size three and three-fourths by six and one-eighth inches; weight, nine pounds one ounce a thousand cards; color, same as that in the sample No. 3, hereto attached.

That the papers from which the cards are made shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, and finished on both sides suitable for printing and for writing with either pen or pencil; that the cards shall be of the same general appearance as the respective samples, and shall be equal thereto in quality, tensile strength, finish, and all other respects—the said samples being hereto attached and made a part of this contract, and being the same as those furnished to bidders under the advertisement and specifications hereinbefore recited; that all the paper furnished or used shall be subject to the supervision and approval of the Postmaster-General, or his duly authorized agent, before and after being printed. And the right is reserved to the Postmaster-General to change the color of the paper of any or all the standards at any time during the existence of the contract; but in any such change as he may see fit to make no more expensive color shall be selected than that in the contract standard, unless the contractor shall be compensated therefor; and if a less expensive color be selected, credit shall be taken by the Department in the settlement of accounts for the difference in cost. The Postmaster-General also reserves the right to increase or diminish the standard weight of any or all of the cards at any time during the contract term, upon the condition that he shall pay the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change. The amount of difference in cost involved by changes in the color or weight of the paper shall be determined by the Postmaster-General, and the allowance or deduction made at his discretion.

Third. That the cards shall be surface-printed on one side only, from hardened steel plates, and with ink of such quality and colors as may from time to time be approved by the Postmaster-General—the use of aniline inks, however, being not allowable; that the cards shall be printed either with or without a border, as the Postmaster-General may at any time decide—the design to be such as he may select; that the cards as they are manufactured shall be subject in every respect to the approval

of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final; that all spoiled cards shall be destroyed by the agent of the Department, in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct, it being understood that payment will not be made for cards that are spoiled in the process of manufacture or rejected upon inspection; that the dies and rolls required to produce the working plates from which the cards are to be printed will be furnished by and wholly at the expense of the Government, and from such designs as the Postmaster-General may see fit to adopt, but all the necessary working plates shall be furnished, kept in repair, and renewed at the cost of the contractor, and any expense which the Government may incur in connection therewith shall be charged to him, and deducted in the settlement of accounts for cards furnished; that all such plates made or used at any time during the contract shall immediately become the absolute property of the United States, and shall be turned over to the Postmaster-General or his duly authorized agent whenever demanded; and should it become necessary or expedient, in the opinion of the Postmaster-General, to turn over to the contractor the dies and rolls for the preparation of working plates, he, the said contractor, shall be held responsible for the safe custody and proper use of such dies and rolls, and shall return them whenever demanded by the Postmaster-General or his agent. A sufficient supply of working plates will be provided in time to properly begin work under this contract, subject to the provisions above. The Postmaster-General reserves the right to change the design or designs of the cards at any time during the existence of the contract under the foregoing conditions.

Fourth. That the cards shall be manufactured in a strictly first-class building, of such construction as to give security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done; that the premises shall be fitted up with a fire and burglar proof safe or vault to be specially provided for storing the finished cards—the said building, apartments, and safe or vault to be subject to the approval of the Postmaster-General, or his duly authorized agent; that special provision shall be made by the contractor for the safe-keeping on the premises of the cards while in course of preparation, under such regulations as may be prescribed by the Postmaster-General, or his duly authorized agent, and subject to his approval; that suitable and properly furnished office rooms connected with the premises on which the cards are manufactured shall be furnished for the use of the resident agent of the Department and his clerks without cost to the Government; that if it should be required by the Postmaster-General, suitable and properly furnished rooms shall also be provided for the use of the post-office in registering and mailing packages of cards to be forwarded through the mails; that the apartments, safe, or vault, and rooms for manufacturing, storing, and registering cards, shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General, or his duly authorized agent. And the contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

Fifth. That there shall be kept on hand at all times during the existence of the contract a stock of finished cards sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur—said cards to be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of cards, not exceeding a supply for three months.

Sixth. That the cards shall be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes bound on the corners and edges with cotton cloth, and of such construction as shall be approved by the Postmaster-General—each box to contain not less than five hundred of the one-cent or two hundred and fifty of the two-cent cards; that when less than 2,000 cards are required to fill the order of a postmaster, the boxes shall be wrapped in one package, securely fastened, in strong manilla paper, and sealed so as to safely bear transportation by mail; and when 2,000 or more cards are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases well strapped with hoop-iron, no case to contain in excess of 25,000 cards; that said cases shall be addressed by the contractor under the direction of an agent of the Department; that the labels for packages are to be prepared by the agent, but attached by the contractor. It is to be understood that the cotton cloth required, as above, to be put on the corners and edges of boxes, may be omitted when the cards are to be shipped in wooden cases; but when cards are required to be sent to any of the Department's distributing sub-agencies, they shall all be put up in wooden cases of such sizes, and containing such proportions of wrapped packages, as may be indicated by the Department when the orders for the cards are given. It is also to be understood that all address labels and other official blanks

required for use in the fulfillment of the contract, will be furnished by the Department.

Seventh. That the contractor shall be ready to commence the delivery of cards on the first day of October, 1889, when the contract term begins, and shall thereafter promptly furnish and deliver them, complete in all respects, in such quantities as may be required to fill the daily orders of the Department, the delivery in separate quantities, as above provided for, to be made at the post-office or the agency at the place where they are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing them, or into a railway post-office, in the discretion of the Postmaster-General.

Eighth. That the contractor shall receive and store such of the two-cent cards now belonging to the Government and stored in the vault at the postal card manufactory at Castleton, New York, as shall remain on hand when the contract term begins, and to issue them as required, without cost to the Government for wrapping, packing, and handling.

Ninth. That the contractor shall report weekly, or at other stated periods, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number and kind of cards manufactured (finished, unfinished, and spoiled), the number issued, and the number available for issue.

And the said party of the first part hereby contracts and agrees:

First. To pay the said contractor for the postal-cards manufactured and delivered in pursuance of this contract and agreement, at the following rates:

For cards of size No. 1—2½ by 4½ inches—thirty-seven cents a thousand.

For cards of size No. 2—3 by 5½ inches—thirty-five cents a thousand.

For cards of size No. 3—3½ by 6½ inches—fifty cents a thousand.

And payments at these prices shall be full compensation for everything required to be done or furnished as herein set forth—payments to be made monthly, after proper examination and adjustment of accounts.

Second. To deliver to the said contractor a sufficient supply of working plates within three weeks from date of approval of the contract by the Postmaster-General—the said plates to be paid for by said contractor, as hereinbefore stated.

It is further stipulated and agreed by and between the contracting parties as follows:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the cards, and he shall at all times have full and free access to the apartments and vaults where the cards are manufactured and stored, for the purpose of inspecting the same; and the contractor shall conform to such regulations as the Department through its agent may at any time adopt for the security of the Government.

2. That the Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the rooms, apartments, and vaults used for the manufacture and storage of cards, and of the cards in course of manufacture or in stock.

3. That the Postmaster-General shall have the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of cards with which to promptly meet all just requirements of the Department; also the right to withhold payment for cards delivered if it shall appear to his satisfaction that the contract has not been complied with in any particular. And in the event that the exigencies of the public service shall require the acceptance by the Department of any cards which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior cards any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such cards.

4. That the Department will, upon satisfactory inspection, accept and pay for, at the regular contract prices, the stock of postal-cards that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such cards until they shall be exhausted, subject to all the conditions prevailing while the contract is in force; but provided that such stock shall not exceed the average supply for a period of one month, and any surplus over that quantity may be destroyed at the discretion of the Postmaster-General, without compensation therefor to the contractor. The right is also reserved to the Postmaster-General to authorize the issue by the contractor under the existing contract, which expires on the 30th of September, 1889, of such cards as may remain in his hands on that date, or as may have been ordered by the Department up to that time; and should this right be exercised, the contractor hereunder shall not thereby become entitled to any compensation for damages.

5. That if at any time during the continuance of this contract the sureties, or

either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General, within ten days after notice; and in default thereof the contract may be annulled.

6. That in case of failure of the contractor to furnish promptly and in quantities as ordered the postal cards to be furnished under this contract, and faithfully and diligently to keep, perform, and abide by each and every of its requirements, provisions, and terms, and of the specifications hereto annexed and made part hereof, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of one hundred thousand dollars, for which said forfeiture the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty to be sued for in the name of the United States.

7. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of an attempt to impose upon the Department cards inferior to those required by the contract.

8. That this contract shall not in any case be transferred or assigned.

9. That should the interest of the Government require it, this contract may be extended beyond the time hereinbefore provided for its duration, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contracts.

10. That no member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful performance of this contract, and each and every of its covenants, stipulations, and agreements on their part to be performed, the said parties of the second part do hereby bind themselves and each of them, their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

JNO. WANAMAKER,
Postmaster-General.

Attest:

A. D. HAZEN,
Third Assistant Postmaster-General.

ALBERT DAGGETT.

Attest:

RICHARD P. MORLE.

ANDREW D. BAIRD.

Attest:

RICHARD P. MORLE.

FRANKLIN WOODRUFF.

Attest:

RICHARD P. MORLE.

JAMES W. BIRKETT.

Attest:

RICHARD P. MORLE.

STATE OF NEW YORK,

County of Kings, Eastern District of New York, ss:

Andrew D. Baird, one of the sureties in the foregoing contract of Albert Daggett with the United States, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York and that he is worth the sum of one hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

ANDREW D. BAIRD.

Subscribed and sworn to before me, this fourth day of September, one thousand eight hundred and eighty-nine, and by me approved.

RICHARD P. MORLE,
U. S. Commissioner, E. District of New York.

Sworn to before me this 11th day of September, one thousand eight hundred and eighty-nine, and by me approved.

E. HENRY LACOMBE,
U. S. Circuit Judge.

STATE OF NEW YORK,

County of Kings, Eastern District of New York, ss :

Franklin Woodruff, one of the sureties in the foregoing contract of Albert Daggett with the United States, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

FRANKLIN WOODRUFF.

Subscribed and sworn to before me, this 4th day of September, one thousand eight hundred and eighty-nine, and by me approved.

RICHARD P. MORLE,
U. S. Commissioner, E. Dist. of New York.

Sworn to before me this 11th day of September, one thousand eight hundred and eighty-nine, and by me approved.

E. HENRY LACOMBE,
U. S. Circuit Judge.

STATE OF NEW YORK,

County of Kings, Eastern District of New York, ss :

James W. Birkett, one of the sureties in the foregoing contract of Albert Daggett with the United States, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of New York, and that he is worth the sum of fifty thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

JAMES W. BIRKETT.

Subscribed and sworn to before me this 4th day of September, one thousand eight hundred and eighty-nine, and by me approved.

RICHARD P. MORLE,
U. S. Commissioner, E. Dist. of New York.

Sworn to before me this 11th day of September, one thousand eight hundred and eighty-nine, and by me approved.

E. HENRY LACOMBE,
U. S. Circuit Judge.

Approved as to form.

R. W. HAYNES,
Acting Asst. Atty. General for the P. O. Dept.

No. 19.—*Copy of contract for the manufacture and supply of stamped envelopes and newspaper wrappers during the four years beginning on the 1st day of October, 1890.*

This contract, made this 28th day of August, eighteen hundred and ninety, and executed in quadruplicate, between the United States of America, acting by John Wanamaker, Postmaster General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (also a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Massachusetts), by E. Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes at Hartford, Connecticut), and Aaron Bagg, jr., of West Springfield, Mass., and William Whiting, of Holyoke, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 22d day of April, 1890, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, all the stamped envelopes and newspaper wrappers that the Department might call for during the four years beginning on the first day of October, eighteen hundred and ninety, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING STAMPED ENVELOPES AND NEWSPAPER WRAPPERS."

" [Advertisement.]

" POST-OFFICE DEPARTMENT,

" Washington, D. C., April 22, 1890.

" Sealed proposals are invited from parties engaged in the manufacture of envelopes or of envelope papers, and will be received at this Department until 12 m. on Wednesday, the 21st of May, 1890, for furnishing stamped envelopes and newspaper wrappers in such quantities as may be called for by the Department during a period of four years, beginning on the 1st day of October, 1890. Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing stamped envelopes and newspaper wrappers,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

" Blank forms of proposal, with full specifications and samples of the envelopes and wrappers, will be furnished upon application to the Third Assistant Postmaster-General.

" JOHN WANAMAKER,

" Postmaster-General.

"Specifications.—Furnishing stamped envelopes and newspaper wrappers."

" The following are the different sizes and qualities of stamped envelopes and newspaper wrappers referred to in the foregoing advertisement :

"SIZES AND DESIGNATIONS."

- A. Full letter size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, white and amber.
- Aa. Full letter size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, oriental buff and blue.
- Aaa. Full letter size, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, manila, plain and amber.
- B. Full letter size, ungummed, for circulars, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, plain manila.
- C. Commercial size, $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, white and amber.
- Cc. Commercial size, $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, oriental buff and blue.
- Ccc. Commercial size, $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, manila, plain and amber.
- D. Extra letter size, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, white and amber.
- Dd. Extra letter size, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, oriental buff and blue.
- Ddd. Extra letter size, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, manila, plain and amber.
- E. Extra letter size, ungummed, for circulars, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, plain manila.
- F. Legal size, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, white and amber.
- Ff. Legal size, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, oriental buff and blue.
- Fff. Legal size, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, manila, plain and amber.
- G. Official size, $3\frac{1}{2}$ by $3\frac{3}{4}$ inches, white and amber.
- Gg. Official size, $3\frac{1}{2}$ by $3\frac{3}{4}$ inches, oriental buff and blue.
- Ggg. Official size, $3\frac{1}{2}$ by $3\frac{3}{4}$ inches, manila, plain and amber.
- H. Large official size, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, white and amber.
- Hh. Large official size, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, oriental buff and blue.
- Hhh. Large official size, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, manila, plain and amber.
- I. Extra large official, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches, white and amber.
- Ii. Extra large official, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches, oriental buff and blue.
- Iii. Extra large official, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches, manila, plain and amber.
- K. Newspaper wrappers, $5\frac{1}{2}$ by $10\frac{1}{2}$ inches, plain manila.
- L. Small note size, $2\frac{1}{2}$ by $5\frac{1}{2}$ inches, white.
- M. Small baronial size, $3\frac{1}{2}$ by $4\frac{1}{2}$ inches, white.
- N. Large baronial size, $4\frac{1}{2}$ by $5\frac{1}{2}$ inches, white.

"COMPOSITION AND QUALITY OF PAPER."

" The paper from which envelopes designated A, C, D, F, G, H, I, L, M, and N are to be manufactured must be made specially for the purpose, of the best grade of white linen and the best grade of white domestic cotton rags, in the proportion of 35 per cent. of linen and 65 per cent. of cotton, excluding all other material except the necessary coloring matter, and must weigh not less than 50 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion.

" The paper from which envelopes Aa, Cc, Dd, Ff, Gg, Hh, and Ii are to be manufactured must be made specially for the purpose of rag stock made from what are known as 'No. 2 country rags,' composed of about one-half soiled whites and one-half blues

(except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter, and must weigh not less than 40 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion.

"In the process of manufacture the rags for both the foregoing described papers must be washed and beaten in the washing and beating engines not less than a total of 16 hours. The paper must be made in a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and must be left-dried.

"The paper from which envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K are to be manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay, excluding all other material except the necessary coloring matter, and must weigh 34½ pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten ten hours in the beating engines, and the stock passed through a Jordan engine, and the paper must be rosin-sized in the engine and made on a Fourdrinier machine.

"The paper from which envelopes B and E (for circulars) are to be manufactured must be composed of the same materials, in the same proportions, made in the same manner, and subject to the same conditions as the paper for envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K, described in the foregoing, except that it must weigh not less than 29½ pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion.

"All the paper must be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and in all other respects as the samples furnished to bidders, and to be made a part of the contract. The paper may also be required to be water-marked with such design as may be approved by the Postmaster-General, without expense to the Government. The right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of the contract; but in such changes as he may see fit to make no more expensive colors shall be selected than those in the contract samples. All papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, under such regulations as the Postmaster-General may prescribe, and without cost to the Government. Such spoiled and rejected paper shall not be made over for use in stamped envelopes or wrappers, and clippings and shavings from stamped envelopes or other papers shall not be again used in the manufacture of paper for stamped envelopes or wrappers.

"The water-marked designs in the dandy-rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use in the manufacture of paper for stamped envelopes or wrappers.

"The Postmaster-General reserves the right to increase or diminish the standard weights of any of the different qualities of paper at any time during the contract term, upon the condition that he shall pay to the contractor a proportionate increase or decrease of price, to be determined upon the actual cost to the contractor of the paper in use at the time of the change.

"STYLE OF MANUFACTURE—PRINTING—EMBOSSING.

"All the envelopes and wrappers must be embossed with postage-stamps of such denominations, styles, and colors as the Postmaster-General may require, the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect. They must bear such printing as the Postmaster-General may direct, of any desired style of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections.

"The ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, and the right is reserved to the Postmaster-General to change the colors of the ink at any time during the existence of the contract.

"The envelopes must be made in the most thorough and workmanlike manner after

the styles and of the cuts shown by the samples furnished to bidders; the cuts, however, of envelopes H, Hh, and Hhh to be the same as those of envelopes G, Gg, Ggg, I, Ii, and Iii, and the cut of envelope N to be like that of envelope M; the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples. The wrappers must be gummed not less than three-quarters of an inch in width across the end. For envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, and Iii, the best quality of fish-glue, or other equally suitable material, free from offensive odor shall be used for gumming.

"The envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"All envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractor or his representative, or otherwise disposed of as the Postmaster-General may direct. Payment will not be made for envelopes or wrappers spoiled in the process of manufacture, or rejected upon inspection.

"Should the use of any of the above sizes or qualities be discontinued during the contract term, the contractor shall not be entitled to any compensation for damages on account of such discontinuance.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material, or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"DESIGNS AND DIES.

"The original dies and hubs now in use for furnishing stamped envelopes, being the property of the Government, will be turned over to the contractor as soon after the execution and approval of the contract as he may require them; and from such dies and hubs he must produce the necessary working dies with which to provide a sufficient supply of stamped envelopes and wrappers of the several kinds and denominations to make deliveries promptly as called for from the beginning of the contract term. The working dies from which stamped envelopes and wrappers are now being furnished will be turned over to the new contractor just as soon as their use can be dispensed with under the present contract, either before or after the beginning of the new contract term.

"The contractor will be further required, at his own expense, to keep in repair and to renew when necessary, or when it shall be directed by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed; and should additional denominations be required at any time, they shall be prepared and furnished in a reasonable time at the expense of the contractor, and subject to the approval of the Postmaster-General. All the work in connection with the preparation, renewal, and repair of the dies and plates shall be done under the immediate supervision of the contractor and of the Government agent, by such parties as may be approved by the Postmaster-General, and in accordance with such regulations as he may prescribe. The right is also reserved to change the designs at any time during the existence of the contract, under the conditions stated in the foregoing. No dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his duly authorized agent. The contractor shall not manufacture or permit to be manufactured by any person in his employ any dies for producing stamped envelopes, except such as may be required for his use in carrying out the contract; and he shall be liable in damages for the unauthorized manufacture of such dies, and for the production of stamped envelopes therefrom. He shall be responsible for the safe-keeping of the dies while in his use or custody. When not in use, the dies shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe. All dies or hubs made or used at any time in filling the contract shall immediately become the absolute property of the United States, and together with those that may be turned over to the contractor shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded. Worn out or discontinued dies may be required to be canceled or destroyed, at the discretion of the Postmaster-General, under such regulations as he may prescribe.

"The contractor shall also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and shall be liable in damages for the theft or misappropriation of any stamped envelopes and wrappers that may be manufactured by him or come into his custody as contractor.

"BUILDING—PLACE OF MANUFACTURE.

"The envelopes and wrappers will be required to be manufactured in a strictly first-class building of such construction as to afford security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in a fire and burglar-proof vault or room, on or immediately connected with the premises, and specially fitted up for the purpose; the said building, apartments, and vault to be subject to the approval of the Postmaster-General or his duly authorized agent. Special provision will also be made by the contractor for the safe-keeping on the premises of the envelopes and wrappers, while in course of preparation, under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and subject to his approval. The building must at all hours of the day and night be policed or guarded in such manner as the Postmaster-General shall require.

"The bidder will be required to designate in his proposal the building in which he proposes to manufacture the envelopes and wrappers, and the quantity of space to be devoted to the purpose; or if he designs to erect a building the fact must be stated in the proposal.

"AGENT—OFFICE ROOMS—INSPECTION.

"A resident agent and inspector of the Department will have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and he shall at all times have full and free access to the building, apartments, and vault where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting the same. The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued for the transaction of the business of the agency, without cost to the Government. The contractor may also be required to furnish, without charge, suitable and properly furnished office rooms for the use of the Post-Office in registering and otherwise preparing packages of envelopes and wrappers to be forwarded through the mails. The apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent.

"The Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture or in stock.

"The contractor, his employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be always equal to an average ten days' supply of ordinary envelopes of the several denominations and sizes (not including special-request envelopes); and said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents. And the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for six months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requisitions of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open

market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

"The Postmaster-General also reserves the right to impose a fine or fines upon the contractor for errors made by him in the count of envelopes and wrappers when issued to postmasters, whereby either a greater or a less number of envelopes and wrappers are issued than called for on the orders of the Department.

"PACKING—BLANKS.

"All envelopes and wrappers must be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board), securely bound on the corners and edges with cotton cloth, and to be of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent; each box to contain not more than 500 and not less than 250 each of envelopes A, Aa, Aaa, B, C, Cc, Ccc, D, Dd, Ddd, E, F, Ff, Fff, K, L, M, and N, and not more than 600 and not less than 100 of envelopes G, Gg, Ggg, H, Hh, Hhh, I, Ii, and Iii. Each box shall bear a label specifying the number, size, quality, and denomination of contents. When less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing the same shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail. When 4,000 or more envelopes or wrappers are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron or wire, each to contain any number of envelopes not exceeding 25,000, in the discretion of the Postmaster-General. Said cases shall be addressed by the contractor, under the direction of the agent of the Department. Labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractor. All blanks that may be necessary in sending out envelopes shall also be furnished and filled out by the agent.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1890, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes and wrappers may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes and wrappers, or at a railway post-office, in the discretion of the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamped envelopes and wrappers that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes and wrappers until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without any compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes and wrappers as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

"REPORTS.

"The contractor may be required to report weekly, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

"BASIS AND MANNER OF AWARD.

"The contract will be awarded on the basis of the actual and estimated issues for one year. The following will show the actual issues for the year ending March 31, 1890, of the sizes and qualities now in use and the estimated quantities of the new sizes and qualities required for one year, viz:

A. Corresponding to No. 3, 1st quality of present designations	30,493,000
Aa. Corresponding to No. 3, 2d quality	1,018,250
Aaa. Corresponding to No. 3, 3d quality	425,750
B. Corresponding to No. 4 (ungummed, for circulars)	1,250,250
C. Corresponding to No. 4½, 1st quality	105,552,000
Cc. Corresponding to No. 4½, 2d quality	4,720,500
Ccc. Corresponding to No. 4½, 3d quality	4,330,250
D. Corresponding to No. 5, 1st quality	243,694,000
Dd. Corresponding to No. 5, 2d quality	6,797,000
Ddd. Corresponding to No. 5, 3d quality	2,127,250
E. Corresponding to No. 6 (ungummed, for circulars)	33,521,750
F. Corresponding to No. 9, 1st quality	5,305,750
Ff. Corresponding to No. 9, 2d quality	350,000
Fff. Corresponding to No. 9, 3d quality	156,750
G. Corresponding to No. 7, 1st quality	4,186,700
Gg. Corresponding to No. 7, 2d quality	882,400
Ggg. Corresponding to No. 7, 3d quality	291,400
H. New size, large official, 4½ by 9½ inches (estimated)	2,000,000
Hh. New size, large official, 4½ by 9½ inches (estimated)	600,000
Hhh. New size, large official, 4½ by 9½ inches (estimated)	200,000
I. Corresponding to No. 8, 1st quality	1,735,600
Ii. Corresponding to No. 8, 2d quality	104,200
Iii. Corresponding to No. 8, 3d quality	217,200
K. Corresponding to No. 12, newspaper-wrapper, with size increased to 5½ by 10½ inches	46,776,750
L. Corresponding to No. 1, 1st quality	2,204,750
M. Corresponding to No. 10, 1st quality	1,155,750
N. Corresponding to No. 11, 1st quality, with size increased to 4½ by 5½ inches	1,173,750

"The denominations of stamped envelopes now in use are 1, 2, 4, 5, 10, 30, and 90 cent, and of newspaper-wrappers 1 and 2 cent.

"Of the 499,864,250 stamped envelopes and wrappers issued during the year ending March 31, 1890, 257,136,250 were plain or printed with a blank request, and 242,728,000 were printed with special return requests, the latter being furnished in lots of not less than 500 in any case. The number of different forms of such special requests was 157,748. The newspaper wrappers were without other printing than the embossed stamp. By law the Department is not allowed to cause any printing to be done on stamped envelopes beyond a simple request to return to the sender if not delivered within a given time.

"Bids must be made separately for each size and quality of stamped envelopes and wrappers in the foregoing list, the bidder stating in his proposal the price per thousand envelopes and wrappers, including everything required to be done or furnished, as set forth in these specifications, and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate—the total amount of the bid to be ascertained by extending the above numbers at the prices bid respectively, and then aggregating the amounts of the several items. It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes and wrappers that may be ordered by the Department during the contract term, without regard to the quantities above given, subject to the provision as to those on hand at the termination of the present contract. Each bid must include all the different items designated in the foregoing; but only one price must be named for each size and quality of envelopes, regardless of the color of the paper.

"Preliminary to an award the bidder will be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure, within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in these specifications, he may in his discretion decline to accept the bid, and without notice.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the name of the officer authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of twenty-five thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract, with at least two good and sufficient sureties, of the character, and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or the United States district attorney for the district in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the full and absolute sum of two hundred thousand dollars, for which sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$400,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States and to be approved by him.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest responsible bidder under these specifications, and so on until the required contract is executed; and such next-accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract may be required to be executed in quadruplicate.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if in his judgment the interest of the Government shall require it; also the right to annul the contract if in his opinion there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempted imposition upon the Department of envelopes or wrappers inferior to those required by the contract.

"PAYMENTS.

"Payments for envelopes and wrappers actually issued and delivered will be made monthly, and not at irregular periods, after proper examination and verification of accounts.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract shall not, in any case, be transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended for any period or periods beyond the time named, not exceeding six months in all, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with sample envelopes and wrappers attached, showing sizes and style of manufacture and of the quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope 'Proposals for stamped envelopes and wrappers,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,
"Postmaster-General.

"POST-OFFICE DEPARTMENT,
"Washington, D. C., April 22, 1890."

And whereas upon the opening in public, on the 21st day of May, 1890, of the proposals received in answer to said advertisement of April 22, 1890, it appeared that there were five proposals, the names of the bidders and the amounts of their respective bids, based on the actual number of envelopes issued during the year ending March 31, 1890, and on the estimated number to be required for one year of certain new kinds of envelopes called for, being as follows:

1. Wolf Brothers, of Philadelphia, Pennsylvania.....	\$807, 084. 94
2. The White, Corbin & Company, of Rockville, Conn.....	782, 352. 83
3. The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Connecticut.....	770, 301. 43
4. P. P. Kellogg & Co., of Springfield, Mass.....	795, 458. 10
5. The Holyoke Envelope Company, of Holyoke Mass.....	788, 256. 61

And whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate for all the stamped envelopes and newspaper wrappers called for;

And whereas the said proposal was subsequently modified, through a letter from the parties making it, by reducing the prices for two of the several kinds of envelopes called for, which modification is fully stated in an order of the Postmaster-General, dated the 30th of July, 1890, and numbered 262, awarding the contract to the said Plimpton Manufacturing Company and Morgan Envelope Company, such order being in the words and figures following:

"Order No. 262.]

"Whereas in compliance with law sealed proposals were invited by advertisement, dated April 22, 1890, and published in sundry newspapers in the United States, for furnishing the Post-Office Department with stamped envelopes and newspaper wrappers in such quantities as may be called for by the Department for and during a period of four years beginning October 1, 1890;

"Whereas upon the receipt and opening in public, on the 21st day of May, 1890, of the proposals submitted in response to said advertisement, the names of the bidders and the amounts of their respective bids, upon the basis of the actual issues for the year ending March 31, 1890, of the sizes and qualities now in use, and of the estimated quantities of certain new sizes and qualities to be required for one year (and consisting of 501,271,000 envelopes and wrappers in all), were found to be as follows, namely:

The Plimpton Mfg. Co. & Morgan Env. Co., of Hartford, Ct.....	\$770, 301. 43
The White, Corbin & Co., of Rockville, Ct.....	782, 352. 83
The Holyoke Envelope Co., of Holyoke, Mass.....	788, 256. 61
P. P. Kellogg & Co., of Springfield, Mass.....	795, 458. 10
The Wolf Bros., of Philadelphia, Pa.....	807, 084. 94

"Whereas the proposal of the Plimpton Manufacturing Company and the Morgan Envelope Company was the lowest in the aggregate, being \$12,051.40 less than the next lowest bid and \$36,783.51 less than the highest bid, and for the three new items in the schedule it amounted, on the estimated quantities to be required for one year, to \$7,602, and for the remaining twenty-four items in the schedule it amounted, on the actual issues for the year ending March 31, 1890, to \$762,699.43, this amount being \$70,695.43, or 8.4 per cent. less than the cost of like numbers and kinds of envelopes and wrappers at existing contract prices;

"Whereas shortly after the receipt of the proposals the question was raised as to whether the prices offered fairly represented the decrease within the past four years in the cost of producing the articles, and it appeared upon an investigation of this question by the Department that the Government had not received the full benefit of the reduction in the market;

"Whereas by a letter dated July 14, 1890, addressed to the Postmaster-General, and signed by E. Morgan as president of the Morgan Envelope Company and by M.

S. Chapman as attorney for the Plimpton Manufacturing Company, it was offered to reduce the price named in the proposal of the said companies for the kind of envelope designated in the specifications and bidders' schedule as item "C" from \$1.59 to \$1.54 per thousand envelopes, and the price named for the kind of envelope designated as item "D" from \$1.74 to \$1.70 per thousand envelopes—the said reductions in price amounting for the former item, on the basis of the number (105,552,000) issued during the year ending March 31, 1890, to \$5,277.60, and for the latter item, on the basis of the number (243,694,000) issued for the same period, to \$3,747.76, or a total of \$15,025.36 for both items, and also reducing the total amount of the bid, as originally submitted, from \$770,301.43 to \$755,276.07, or 1.95 per cent., as modified, the said proposal was \$27,076.76 less than the next lowest bid and \$51,808.87 less than the highest bid; and for the twenty-four items in the existing schedule it amounts, on the basis of the number issued for the year ending March 31, 1890, to \$747,674.07 (the three new items amounting to \$7,602) and the said amount of \$747,674.07 being \$85,720.79, or 10.3 per cent. less than the cost of corresponding numbers and kinds of envelopes and wrappers under the existing contract;

"And whereas it appeared, upon investigation made by the Department subsequent to the receipt of the letter of July 14, already referred to, that the prices in the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company, as modified by the said letter, were fair and equitable to the Government: It is therefore,

"Ordered, that the contract for furnishing the Post-Office Department with stamped envelopes and newspaper wrappers, in such quantities as may be called for by the Department during the four years beginning October 1, 1890, be and the same is hereby awarded to the Plimpton Manufacturing Company and Morgan Envelope Company, doing business as envelope manufacturers in the city of Hartford, Connecticut, the lowest bidder in the aggregate for all the envelopes and wrappers called for by the advertisement of April 22, 1890, and the specifications therein referred to, upon the terms and conditions contained in the proposal of the said Plimpton Manufacturing Company and Morgan Envelope Company received at the Post-Office Department on the 21st day of May, 1890, in pursuance of said advertisement; subject, however, to the modifications in price proposed by the letter of July 14, 1890, hereinbefore referred to, the prices named in the said proposal as changed by the said letter, including everything required to be done and furnished, being as follows, namely:

"For A, full letter size, first quality, white or amber, gummed envelopes, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and forty cents per 1,000.

"For Aa, full letter size, second quality, oriental buff or blue, gummed envelopes, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and two cents per 1,000.

"For Aaa, full letter size, third quality, manila, plain or amber, gummed envelopes, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, ninety cents per 1,000.

"For B, full letter size, plain manila, ungummed envelopes, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, seventy-five cents per 1,000.

"For C, commercial size, first quality, white or amber, gummed envelopes, $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, one dollar and fifty-four cents per 1,000.

"For Cc, commercial size, second quality, oriental buff or blue, gummed envelopes, $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, one dollar and twenty-five cents per 1,000.

"For Ccc, commercial size, third quality, manila, plain or amber, gummed envelopes, $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, ninety-seven cents per 1,000.

"For D, extra letter size, first quality, white or amber, gummed envelopes, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and seventy cents per 1,000.

"For Dd, extra letter size, second quality, oriental buff or blue, gummed envelopes, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and thirty-six cents per 1,000.

"For Ddd, extra letter size, third quality, manila, plain or amber, gummed envelopes, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and fourteen cents per 1,000.

"For E, extra letter size, plain manila, ungummed envelopes, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and nine cents per 1,000.

"For F, legal size, first quality, white or amber, gummed envelopes, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and eighty cents per 1,000.

"For Ff, legal size, oriental buff or blue, gummed envelopes, second quality, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and fifty-two cents per 1,000.

"For Fff, legal size, third quality, manila, plain or amber, gummed envelopes, $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, one dollar and twenty-seven cents per 1,000.

"For G, official size, first quality, white or amber, gummed envelopes, $3\frac{3}{4}$ by $8\frac{1}{2}$ inches, two dollars and fifty cents per 1,000.

"For Gg, official size, second quality, oriental buff or blue, gummed envelopes, $3\frac{3}{4}$ by $8\frac{1}{2}$ inches, two dollars and thirty cents per 1,000.

"For Ggg, official size, third quality, manila, plain or amber, gummed envelopes, $3\frac{3}{4}$ by $8\frac{1}{2}$ inches, one dollar and twenty-five cents per 1,000.

"For H, large official size, first quality, white or amber, gummed envelopes, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, two dollars and eighty-eight cents per 1,000.

"For Hh, large official size, second quality, oriental buff or blue, gummed envelopes, 4½ by 9½ inches, two dollars and fifty-six cents per 1,000.

"For Hhh, large official size, third quality, manila, plain or amber, gummed envelopes, 4½ by 9½ inches, one dollar and fifty-three cents per 1,000.

"For I, extra large official size, first quality, white or amber, gummed envelopes, 4½ by 10½ inches, two dollars and ninety cents per 1,000.

"For Ii, extra large official size, second quality, oriental buff or blue, gummed envelopes, 4½ by 10½ inches, two dollars and thirty-six cents per 1,000.

"For Iii, extra large official size, third quality, manila, plain or amber, gummed envelopes, 4½ by 10½ inches, one dollar and fifty-four cents per 1,000.

"For K, plain manila, gummed newspaper wrappers, 5½ by 10½ inches, seventy cents per 1,000.

"For L, small note size, white, gummed envelopes, 2½ by 5½ inches, one dollar and thirteen cents per 1,000.

"For M, small baronial size, white, gummed envelopes, 3½ by 4½ inches, one dollar forty-five cents per 1,000.

"For N, large baronial size, white, gummed envelopes, 4½ by 5½ inches, one dollar and fifty-five cents per 1,000."

Now, therefore, in consideration of the premises and of the stipulations hereinafter set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree, to and with the United States of America, and do bind themselves, in manner following, that is to say:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the stamped envelopes and newspaper wrappers that they may be called upon by the Department to furnish during the four years beginning on the 1st day of October, 1890, of any denominations and of the sizes, qualities, and descriptions stated in the following printed list:

Post-Office designation	Description of envelopes and wrappers.	Color.	Size (inches).	Bidder's price per thousand.	
				Dollars.	Cts.
A	Full letter size gummed.	*White or amber..	3½ by 5½	.....	.....
Aa	Full letter size "	*Oriental buff or blue.	" "	.....	.....
Aaa	Full letter size "	*Manila, plain or amber.	" "	.....	.....
B	Full letter size ungummed.	Plain manila.....	3½ by 5½	.....	.....
C	Commercial size gummed.	*White or amber..	3½ by 5½	.....	.....
Co	Commercial size "	*Oriental buff or blue.	" "	.....	.....
Cco	Commercial size "	*Manila, plain or amber.	" "	.....	.....
D	Extra letter size "	*White or amber..	2½ by 6½	.....	.....
Dd	Extra letter size "	*Oriental buff or blue.	" "	.....	.....
Ddd	Extra letter size "	*Manila, plain or amber.	" "	.....	.....
E	Extra letter size ungummed.	Plain manila.....	" "	.....	.....
F	Legal size gummed.	*White or amber..	3½ by 6½	.....	.....
Ff	Legal size "	*Oriental buff or blue.	" "	.....	.....
Fff	Legal size "	*Manila, plain or amber.	" "	.....	.....
G	Official size "	*White or amber..	3½ by 8½	.....	.....
Gg	Official size "	*Oriental buff or blue.	" "	.....	.....
Ggg	Official size "	*Manila, plain or amber.	" "	.....	.....
H	Large official size "	*White or amber..	4½ by 9½	.....	.....
Hh	Large official size "	*Oriental buff or blue.	" "	.....	.....
Hhh	Large official size "	*Manila, plain or amber.	" "	.....	.....
I	Extra large official size "	*White or amber..	4½ by 10½	.....	.....
Ii	Extra large official size "	*Oriental buff or blue.	" "	.....	.....
Iii	Extra large official size "	*Manila, plain or amber.	" "	.....	.....
K	Newspaper wrappers "	Plain manila.....	5½ by 10½	.....	.....
L	Small note size "	White	2½ by 5½	.....	.....
M	Small baronial size "	White	3½ by 4½	.....	.....
N	Large baronial size "	White	4½ by 5½	.....	.....

Second. That the paper from which envelopes designated A, C, D, F, G, H, I, L, M, and N are to be manufactured, shall be made specially for the purpose, of the best grade of white linen and the best grade of white domestic cotton rags, in the proportion of 35 per cent. of linen and 65 per cent. of cotton, excluding all other material except the necessary coloring matter, and shall weigh not less than 50 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion.

That the paper from which envelopes Aa, Cc, Dd, Ff, Gg, Hh, and Ii are to be manufactured shall be made specially for the purpose, of rag stock, made from what are known as "No. 2 country rags," composed of about one-half soiled whites and one-half blues (except that other rags of an equivalent character and quality may be used instead, after having been approved by the Postmaster-General in writing before being used), excluding all other material except the necessary coloring matter, and shall weigh not less than 40 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion.

That in the process of manufacture, the rags for both the foregoing described papers shall be washed and beaten in the washing and beating engines not less than a total of sixteen hours; and the paper shall be made in a Fourdrinier machine, and be sized by being run through a tub of animal sizing of the best quality, and shall be loft-dried.

That the paper from which envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K are to be manufactured shall be composed in the proportions of 95 per cent. of jute butts and 5 per cent. of South Carolina clay, excluding all other material, except the necessary coloring matter, and shall weigh $34\frac{1}{2}$ pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts shall be washed six hours in the washing-engines and beaten ten hours in the beating-engines and the stock passed through a Jordan engine, and the paper shall be rosinized in the engine and made on a Fourdrinier machine.

That the paper from which envelopes B and E (for circulars) are to be manufactured shall be composed of the same materials, in the same proportions, made in the same manner, and subject to the same conditions as the paper for envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, Iii, and K, described in the foregoing, except that it shall weigh not less than $28\frac{1}{2}$ pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion.

That all the paper shall be clean and free from imperfections, run and calendered to a uniform weight and thickness, and the same in color, quality, material, tensile strength, and in all other respects as the samples furnished to the bidders, and to be made a part of this contract. That the paper may also be required to be water-marked with such design as may be approved by the Postmaster-General, without expense to the Government; and that all papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes and wrappers.

That water-marked paper that may be spoiled in the process of manufacture, or condemned as unfit for use in stamped envelopes and wrappers, shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp or otherwise destroyed, under such regulations as the Postmaster-General may prescribe, and without cost to the Government; and such spoiled and rejected paper shall not be made over for use in stamped envelopes or wrappers, and clippings and shavings from stamped envelopes or other papers shall not be again used in the manufacture of paper for stamped envelopes or wrappers.

That the water-marked designs in the dandy-rolls shall be destroyed, under the supervision of the Postmaster-General or his authorized agent, when no longer required for use in the manufacture of paper for stamped envelopes or wrappers.

Third. That all the envelopes and wrappers shall be embossed with postage-stamps of such denominations, styles, and colors as the Postmaster-General may require—the embossing to be done in the highest style of the art, and all the impressions to be clear, distinct, and perfect—and they shall bear such printing as the Postmaster-General may direct, of any desired styled of type, the execution of which shall be clear and distinct, without smear or set-off, and otherwise free from imperfections; that the ink used for embossing and printing shall be of such colors and quality as may from time to time be approved by the Postmaster-General, the right being reserved to the Postmaster-General to change the colors of the ink at any time during the existence of this contract; that the envelopes shall be made in the most thorough and workmanlike manner after the styles and of the cuts shown by the samples furnished to bidders; the cuts, however, of envelopes H, Hh, Hhh to be the same as those of envelopes G, Gg, Ggg, I, Ii, and Iii, and the cut of envelope N to be like that of envelope M, the joints to be well and securely fastened with the best quality of adhesive gum, and the gumming on the flap (except for circulars) to be not less than half an inch in width for the length shown by the samples; that the wrappers shall be gummed not less than three-quarters of an inch in width across the end; that for envelopes Aaa, Ccc, Ddd, Fff, Ggg, Hhh, and Iii, the best quality of fish-glue, or other

equally suitable material, free from offensive odor, shall be used for gumming; that the envelopes and wrappers shall be subject in all respects to the approval of the Postmaster-General, or his duly authorized agent, and his right of rejection shall be absolute and final.

Fourth. That the said contractors shall hold, subject to the order and control of the Postmaster-General, all dies, original and working, from which stamped envelopes and wrappers are to be embossed, and which may at any time be turned over to them, or be made or procured by them, or be in their possession; that they shall begin work under this contract with the dies now in use, unless a renewal of them be necessary, or unless the Postmaster-General shall determine to adopt new designs of stamps before the term of this contract begins, in which event the necessary dies of the new designs shall be at once prepared, so that envelopes and wrappers bearing such new designs shall be issued immediately upon the beginning of the contract term; that the work of preparing such new designs, if determined on by the Postmaster-General, and of the necessary dies, shall be done under his direction, and subject to his approval, and by such persons as may be approved by him—all expenses connected therewith to be borne by the contractors; that the contractors shall, at their own expense, keep in repair and renew when necessary, or when it shall be directed by the Postmaster-General, all dies from which stamped envelopes and wrappers are embossed, and should additional denominations be required at any time, they shall be prepared and furnished in a reasonable time at the expense of the contractors, and subject to the approval of the Postmaster-General—all the work in connection with the preparation, renewal, and repair of the dies, or with any change of designs (the right to make such changes at pleasure during the existence of this contract being reserved to the Postmaster-General), to be done under the immediate supervision of the contractors and the Government agent, by such parties as may be approved by the Postmaster-General, and in accordance with such regulations as he may prescribe; that no dies, either original or working, shall be made, procured, or used without the approval of the Postmaster-General or his duly authorized agent; that the contractors shall not manufacture or permit to be manufactured by any person in their employ any dies for producing stamped envelopes, except such as may be required for their use in carrying out this contract, and they shall be liable in damages for the unauthorized manufacture of such dies, and for the production of stamped envelopes therefrom; that the contractors shall be responsible for the safe-keeping of the dies while in their use or custody, and when not in use the dies shall be safely stored and kept in such manner and under such regulations as the Postmaster-General may prescribe; that all dies or hubs made or used at any time in filling this contract shall immediately become the absolute property of the United States, and together with those that may be turned over to the contractors, shall be delivered in good working order to the Postmaster-General or his authorized agent whenever demanded, and all worn-out or discontinued dies may be required to be canceled or destroyed, at the discretion of the Postmaster-General, under such regulations as he may prescribe.

Fifth. That the contractors shall faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and shall be liable in damages for the theft or misappropriation of any stamped envelopes and wrappers that may be manufactured by them or come into their custody as contractors.

Sixth. That the contractors shall not prepare, or knowingly allow to be prepared, in the stamped-envelope manufactory or in any other establishment or place under their control, any dies, paper, or other materials from which stamped envelopes or wrappers similar to those supplied for the Post-Office Department can be made or produced, except such as are required to be furnished under this contract; but they shall use every possible means to prevent the issue by any one not duly authorized of stamped envelopes or wrappers, or parts thereof, from the dies or paper made and used for the Post-Office Department, or of any other envelopes or wrappers in any way resembling them; and they shall also faithfully account to the Post-Office Department for all stamped envelopes and wrappers printed or produced from the regularly authorized dies and paper, and use every endeavor to prevent the appropriation or abstraction by any person in their employ or connected with them or by any other person of any stamped envelopes or wrappers so printed or produced.

Seventh. That the envelopes and wrappers shall be manufactured in a strictly first-class building of such construction as to afford security against loss by fire or theft, and in apartments separate and distinct from those in which any other work is done, and when finished and awaiting issue they shall be stored in a fire and burglar proof vault or room on or immediately connected with the premises and specially fitted up for the purpose, the said building, apartments, and vault to be subject to the approval of the Postmaster-General or his duly authorized agent; that special provision shall also be made by the contractors for the safe-keeping on the premises of the envelopes and wrappers while in course of preparation under such regulations as may be prescribed by the Postmaster-General or his duly authorized agent, and

subject to his approval; the building to be at all hours of the day and night policed or guarded in such manner as the Postmaster-General shall require.

Eighth. That the contractors shall at all times keep on hand a stock of the several kinds and denominations of finished envelopes and wrappers sufficient to promptly meet all orders of the Department and to provide against any and all contingencies that may be likely to occur during the existence of this contract; such stock to be always equal to an average ten days' supply of ordinary envelopes of the several denominations and sizes (not including special-request envelopes); that said envelopes and wrappers shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of this contract, to provide an extra quantity of envelopes and wrappers, not exceeding a supply for six months.

Ninth. That all the envelopes and wrappers shall be banded in parcels of 25 and packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined Western straw board), securely bound on the corners and edges with cotton cloth, and to be of such quality, weight, and construction as shall be approved by the Postmaster-General or his authorized agent—each box to contain not more than 500 and not less than 250 each of envelopes A, Aa, Aaa, B, C, Cc, Ccc, D, Dd, Ddd, E, F, Ff, Fff, K, L, M, and N, and not more than 500 and not less than 100 of envelopes G, Gg, Ggg, H, Hh, Hhh, I, Ii, and Iii; that each box shall bear a label specifying the number, size, quality, and denomination of contents; that when less than 4,000 envelopes or wrappers are required to fill the order of a postmaster, the boxes containing the same shall be put up in suitable packages, or in one package, securely wrapped with strong manila paper, and sealed so as to safely bear transportation by mail; that when 4,000 or more envelopes or wrappers are required, the pasteboard or straw boxes containing the same must be packed in strong wooden cases, well strapped with hoop iron or wire, each to contain any number of envelopes not exceeding 25,000, in the discretion of the Postmaster-General—said cases to be addressed by the contractors, under the direction of the agent of the Department; that labels of direction, to be furnished and addressed by the agent, shall be affixed to the sealed packages by the contractors; and all blanks that may be necessary in sending out envelopes shall also be furnished and filled out by the agent.

Tenth. That the contractors shall be ready to commence the delivery of the envelopes and wrappers on the 1st day of October, 1890, when the contract term begins, and thereafter they shall be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; and the envelopes and wrappers may be required to be delivered in separate packages, as above provided for, at the post office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes and wrappers, or at a railway post-office, in the discretion of the Postmaster-General.

Eleventh. That the contractors shall report weekly, under oath, and in such manner and form as may be prescribed by the Postmaster-General, the number, denomination, size, and quality of envelopes and wrappers manufactured (finished, unfinished, and spoiled), the number issued during the week, and the number available for issue.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the said contractors, for the stamped envelopes and newspaper wrappers accepted and delivered in pursuance of this contract, subject to the reservation hereinafter stated, at the following rates, which shall be full compensation for everything required to be done or furnished, as herein set forth, payments to be made monthly after proper examination and verification of accounts:

For A envelopes, full letter size, first quality, white or amber, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and forty cents a thousand.

For Aa envelopes, full letter size, second quality, oriental buff or blue, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and two cents a thousand.

For Aaa envelopes, full letter size, third quality, manila, plain or amber, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, ninety cents a thousand.

For B envelopes, full letter size, plain manila, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, seventy-five cents a thousand.

For C envelopes, commercial size, first quality, white or amber, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and fifty-four cents a thousand.

For Cc envelopes, commercial size, second quality, oriental buff or blue, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and twenty-five cents a thousand.

For Ccc envelopes, commercial size, third quality, manila, plain or amber, $3\frac{1}{2}$ by $5\frac{1}{2}$ inches, ninety-seven cents a thousand.

For D envelopes, extra letter size, first quality, white or amber, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and seventy cents a thousand.

For Dd envelopes, extra letter size, second quality, oriental buff or blue, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and thirty-six cents a thousand.

For Ddd envelopes, extra letter size, third quality, manila, plain or amber, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and fourteen cents a thousand.

For E envelopes, extra letter size, plain manila, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and nine cents a thousand.

For F envelopes, legal size, first quality, white or amber, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and eighty cents a thousand.

For Ff envelopes, legal size, second quality, oriental buff or blue, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and fifty-two cents a thousand.

For Fff envelopes, legal size, third quality, manila, plain or amber, $3\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and twenty-seven cents a thousand.

For G envelopes, official size, first quality, white or amber, $3\frac{1}{2}$ by $8\frac{1}{2}$ inches, two dollars and fifty cents a thousand.

For Gg envelopes, official size, second quality, oriental buff or blue, $3\frac{1}{2}$ by $8\frac{1}{2}$ inches, two dollars and thirty cents a thousand.

For Ggg envelopes, official size, third quality, manila, plain or amber, $3\frac{1}{2}$ by $8\frac{1}{2}$ inches, one dollar and twenty-five cents a thousand.

For H envelopes, large official size, first quality, white or amber, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, two dollars and eighty-eight cents a thousand.

For Hh envelopes, large official size, second quality, oriental buff or blue, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, two dollars and fifty-six cents a thousand.

For Hh— envelopes, large official size, third quality, manila, plain or amber, $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, one dollar and fifty-three cents a thousand.

For I envelopes, extra large official size, first quality, white or amber, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches, two dollars and ninety cents a thousand.

For Ii envelopes, extra large official size, second quality, oriental buff or blue, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches, two dollars and thirty-six cents a thousand.

For Iii envelopes, extra large official size, third quality, manila, plain or amber, $4\frac{1}{2}$ by $10\frac{1}{2}$ inches, one dollar and fifty-four cents a thousand.

For K newspaper wrappers, plain manila, $5\frac{1}{2}$ by $10\frac{1}{2}$ inches, seventy cents a thousand.

For L envelopes, small note size, white, $2\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and thirteen cents a thousand.

For M envelopes, small baronial size, white, $3\frac{1}{2}$ by $4\frac{1}{2}$ inches, one dollar and forty-five cents a thousand.

For N envelopes, large baronial size, white, $4\frac{1}{2}$ by $5\frac{1}{2}$ inches, one dollar and fifty-five cents a thousand.

Second. To place at the service of the contractors, on or before the 1st of October next, if required, or in time to properly begin work under this contract, the original and working dies from which stamped envelopes and wrappers are now being embossed, unless the Postmaster-General, as hereinbefore prescribed, shall require new designs of stamps to be used when the contract begins.

It is further stipulated and agreed by and between the contracting parties:

1. That a resident agent and inspector of the Department shall have supervision of the manufacture, storage, and issue of the envelopes and wrappers, and he shall at all times have full and free access to the building, apartments, and vault where the envelopes and wrappers are manufactured and stored, for the purpose of inspecting the same; that the contractors shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes and wrappers are manufactured, stored, and issued for the transaction of the business of the agency, without cost to the Government; that the contractors shall also furnish, without charge, suitable and properly furnished office rooms for the use of the post-office in registering and otherwise preparing packages of envelopes and wrappers to be forwarded through the mails; that the apartments and rooms for manufacturing, storing, and registering envelopes and wrappers shall be immediately connected with one another by communicating doors, all of which shall be constructed and fitted up to the satisfaction and with the approval of the Postmaster-General or his duly authorized agent.

2. That the Postmaster-General shall also have the right to cause inspection to be made at any time by any agent or agents whom he may specially designate for the purpose, of the building, rooms, and apartments used for the manufacture and storage of envelopes and wrappers, and of the envelopes and wrappers in course of manufacture, or in stock; and the contractors, their employés, and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government.

3. That the Postmaster-General shall also have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the con-

tractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

4. That the right is also reserved to the Postmaster-General to increase or diminish the standard weights of any of the different qualities of paper at any time during this contract term, upon the condition that he shall pay to the contractors a proportionate increase or decrease of price, to be determined upon the actual cost to the contractors of the paper in use at the time of the change.

5. That the right is also reserved to the Postmaster-General to change the color of any or all of the papers at any time during the existence of this contract; but in such changes as he may see fit to make no more expensive colors shall be selected than those in the contract samples.

6. That all envelopes and wrappers spoiled in process of manufacture or rejected shall be destroyed by the agent of the Department, in the presence of the contractors or their representative, or otherwise disposed of as the Postmaster-General may direct; and payment will not be made for envelopes or wrappers spoiled in the process of manufacture or rejected upon inspection.

7. That, should the use of any of the above sizes or qualities be discontinued during the contract term, the contractors shall not be entitled to any compensation for damages on account of such discontinuance.

8. That should the contractors, in the performance of work under this contract, make unauthorized use of any machinery or material, or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

9. That the Postmaster-General shall have the right to impose a fine upon the contractors, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes and wrappers with which to promptly meet all requisitions of the Department.

10. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes or wrappers which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of this contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes and wrappers any compensation less than the regular price fixed by this contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes and wrappers.

11. That on failure to promptly furnish any article or articles specified in this contract, the Postmaster-General shall have the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by this contract for like articles, the difference shall be charged to the contractors; and a failure to furnish any article within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

12. That the Postmaster-General also reserves the right to impose a fine or fines upon the contractors for errors made by them in the count of envelopes and wrappers when issued to postmasters, whereby either a greater or a less number of envelopes and wrappers are issued than called for on the orders of the Department.

13. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of stamped envelopes and wrappers that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes and wrappers until they shall be exhausted, subject to all conditions of this contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days; and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without any compensation therefor.

14. That, if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof this contract may be annulled.

15. That the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempted imposition upon the Department of envelopes or wrappers inferior to those required by the contract.

16. That payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that this contract has not been complied with in any particular.

17. That this contract shall not, in any case, be transferred or assigned.

18. That should the interest of the Government require, this contract may be extended for any period or periods beyond the time named in it, not exceeding six

months in all, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

19. That no member of or delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in said sections shall be deemed a part of this contract.

20. That in case the said contractors shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on their part to be performed, as therein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the full and absolute sum of two hundred thousand dollars, for which sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and the specifications hereto attached and made a part hereof, the said parties of the second part do hereby bind themselves, and each of them, their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part, the said corporations, have hereunto set their corporate seals by the hands of their respective presidents and caused these presents to be subscribed by said presidents, and said sureties of the parties of the second part have hereunto set their hands and seals on and as of the day hereinbefore written.

JNO. WANAMAKER, [SEAL.]
Postmaster-General.

Attest:

A. D. HAZEN,
Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY,
By L. B. PLIMPTON, President. [SEAL.]

Attest:

F. PLIMPTON.

THE MORGAN ENVELOPE COMPANY,
By E. MORGAN, President. [SEAL.]

Attest:

E. W. DAY.

(Surety) AARON BAGG, JR. [SEAL.]

Attest:

EDWARD P. BAGG.

(Surety) WM. WHITING. [SEAL.]

Attest:

WM. F. WHITING.

STATE OF CONNECTICUT, County of Hartford, ss :

Aaron Bagg, jr., one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of two hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property exempt from execution.

AARON BAGG, JR.

Subscribed and sworn to before me, this 18th day of August, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,
U. S. District Judge.

I certify that, to the best of my knowledge and belief, Aaron Bagg, jr., of West Springfield, Mass., one of the sureties to the foregoing contract between the United States of America and the Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Connecticut, for furnishing stamped envelopes and newspaper wrappers during the four years beginning on October 1st, 1890, is worth the sum of two hundred thousand dollars over and above all liabilities and encumbrances whatever.

C. B. PRESCOTT,
Postmaster at Holyoke, Mass.

STATE OF CONNECTICUT, *County of Hartford, ss :*

William Whiting, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of two hundred thousand dollars, over and above all his debts and liabilities, and exclusive of property and exempt from execution.

WILLIAM WHITING.

Subscribed and sworn to before me this 18th day of August, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,
U. S. District Judge.

I certify that to the best of my knowledge and belief William Whiting, of Holyoke, Massachusetts, one of the sureties to the foregoing contract between the United States of America and the Plimpton Manufacturing Company and the Morgan Envelope Company, of Hartford, Connecticut, for furnishing stamped envelopes and newspaper wrappers during the four years beginning on the 1st of October, 1890, is worth the sum of two hundred thousand dollars, over and above all liabilities and encumbrances whatever.

C. B. PRESCOTT,
Postmaster at Holyoke, Mass.

Approved as to form.

R. W. HAYNES,
Act'g Ass't. Att'y. Gen'l for P. O. Dept.

No. 20.—*Copy of contract for the manufacture and supply of registered-package, tag, official and dead-letter envelopes during the year beginning July 1, 1890.*

This contract, made this 28th day of June, one thousand eight hundred and ninety, between the United States of America, acting by John Wanamaker, Postmaster-General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (also a corporation duly created, organized, and doing business under and by virtue of the laws of Massachusetts), by Elisha Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes), and M. S. Chapman, of South Manchester, Conn., and Robert W. Day, of Springfield, Mass., as sureties of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 29th day of April, 1890, to be published in certain newspapers in the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the fiscal year beginning on the 1st day of July, 1890, a printed copy of which advertisement and specifications is hereunto annexed and made part hereof, as follows:

"PROPOSALS FOR FURNISHING REGISTERED PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

[*"Advertisement."*]

"POST-OFFICE DEPARTMENT,
"Washington, D. C., April 29, 1890.

"Sealed proposals are invited from parties engaged in the manufacture of envelopes or of envelope papers, and will be received at this Department until 12 M. on Wednesday, the 28th of May, 1890, for furnishing such registered package, tag, official and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1890. Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed 'Proposals for furnishing registered package, tag, official, and dead-letter envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt therefor; otherwise they will not be considered.

"Blank forms of proposal, with full specifications and samples of the envelopes, will be furnished upon application to the Third Assistant Postmaster-General.

"JOHN WANAMAKER,
"Postmaster-General.

"Specifications for furnishing registered package, tag, official, and dead-letter envelopes.

"DESIGNATIONS AND SIZES OF ENVELOPES.

"The designations and sizes of the envelopes referred to in the foregoing advertisement are as follows:

- A.—3½ by 5½ inches.
- B.—3½ by 6½ inches.
- C.—3½ by 8½ inches.
- D.—4½ by 6½ inches.
- E.—4½ by 9½ inches.
- F.—4½ by 9½ inches.
- G.—5 by 10½ inches (for registered packages).
- H.—6½ by 11½ inches (for large registered packages).
- I.—3½ by 5½ inches (tag envelopes).
- K.—5½ by 7½ inches.
- L.—6 by 9 inches.
- M.—6½ by 10½ inches.
- N.—7½ by 10 inches.
- O.—7½ by 11 inches.
- P.—9 by 13½ inches.
- Q.—12 by 15 inches.

"Sizes may be slightly larger than called for above, but no smaller.

"COMPOSITION AND QUALITY OF PAPER.

"The paper from which envelopes A, B, C, and D are manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 34½ lbs. per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which envelopes E, F, G, H, K, L, M, N, O, P, and Q are manufactured must be composed in the proportion of 30 per cent. of No. 1 rope manila, 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"The paper from which the tag envelopes for registered packages (I) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets, measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing-engines and beaten five hours in the beating-engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

"All or any of the different papers used may be required to be water-marked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

"The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

"Water-marked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the con-

tractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

"Such spoiled or rejected paper shall not be made over for use in registered packages or official envelopes.

"STYLE OF MANUFACTURE.

"The envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent, and his right of rejection shall be absolute and final.

"Among the samples furnished to bidders it has not been convenient for the Department to include a made-up specimen of envelope Q—a sheet of paper showing size and quality of the envelope being substituted; but in furnishing this envelope under the contract, it must conform in cut, gumming, and general style of manufacture to the other envelopes of the series immediately preceding it.

"Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

"PRINTING.

"The envelopes must bear such printing as the Postmaster-General may direct, and the registered package and tag envelopes (G, H, and I) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes A, B, and D, or of 250 of envelopes C, E, and F, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words 'Post-office at' with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

"PACKING, ETC.

"The envelopes must be banded in parcels of twenty-five, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined western straw-board), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes G, H, and I, and not less than 250 of envelopes A, B, C, D, E, and F, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

"When 4,000 or more envelopes of the A, B, C, and D kinds, and 2,000 or more of the other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 envelopes A, B, C, and D, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

"The sizes designated as A, C, D, E, F, G, H, and I are used mainly by postmasters, and envelopes B, K, L, M, N, O, P, and Q mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

"STOCK ON HAND.

"The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide

against any and all contingencies that may be likely to occur during the existence of the contract—such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly-authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

"The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

"In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or of his duly-authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

"On failure to promptly furnish any article or articles specified in the contract, the Postmaster General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster General as a sufficient cause for the annulment of the contract.

"AGENT—OFFICE ROOM—INSPECTION.

"An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

"The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also a properly furnished room for the use of the post-office in mailing the envelopes, if the same should be required by the Postmaster-General.

"The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

"DELIVERY.

"The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1890, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned in the foregoing, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

"STOCK ON HAND AT EXPIRATION OF CONTRACT.

"The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster General, without compensation therefor. The right is also reserved to the Postmaster General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

"AWARD.

"The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as determined by the issues for the year ending March 31, 1890, as follows:

A, corresponding to No. 1 of the present series	19,159,250
B, corresponding to No. 2	3,082,000
C, corresponding to No. 3	12,244,450
D, corresponding to No. 4	429,000
E, corresponding to No. 5	1,979,000
F, corresponding to No. 6	2,761,000
G, corresponding to No. 7 (for registered packages)	14,001,600
H, (new size, for large registered packages) estimated	2,000,000
I, corresponding to No. 8 (tag envelopes)	1,348,300
K, corresponding to No. 9	20,000
L, corresponding to No. 10	75,500
M, corresponding to No. 11	74,000
N, corresponding to No. 12	48,000
O, corresponding to No. 13 (year ending March 31, 1889)	16,000
P, corresponding to No. 14	14,000
Q, corresponding to No. 16	5,000

"Bids should be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid respectively, and then aggregating the amounts of the several items.

"It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract. Should the use of any of the above kinds of envelopes be discontinued during the contract term, the contractor will not be entitled to any compensation for damages on account of such discontinuance.

"Each bid must include all the different items designated in the foregoing.

"Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

"The design of the two sizes of registered package envelopes—G and H—is patented, but the right to use it has been assigned without limitation to the United States. The contractor will, therefore, not be required to pay any royalty on envelopes manufactured according to this design.

"PROPOSALS—AGREEMENT—BOND.

"Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization, and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties of the character, and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contractor to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum

of twenty thousand dollars, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States and to be approved by him.

"If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed; and such next-accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

"The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof the contract may be annulled.

"The contract may be required to be executed in quadruplicate.

"RESERVATIONS.

"The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

"PAYMENTS.

"Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

"Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

"CONTRACT NOT ASSIGNABLE.

"The contract shall not, in any case, be transferred or assigned.

"EXTENSION.

"Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

"BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

"Blank forms for bids, with samples attached, showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope 'Proposals for Registered Package and Official Envelopes,' and addressed to the Third Assistant Postmaster-General, Washington, D. C.

"JOHN WANAMAKER,
Postmaster-General.

"POST-OFFICE DEPARTMENT,
Washington, D. C., April 29, 1890."

Whereas, upon the opening in public, on the 28th day of May, 1890, of the proposals received in answer to said advertisement of April 29, 1890, it appeared that there were three proposals, the names of the bidders, and the amounts of their respective bids, based on the actual numbers of envelopes issued during the year ending March

31, 1890, and of the estimated number of a new size of registered-package envelope to be required for one year, being as follows:

1. The Whitcomb Envelope Company, of Worcester, Mass.....	\$122,852.23
2. The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn.....	114,440.18
3. The Holyoke Envelope Company, of Holyoke, Mass.....	118,292.15

Whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate for all the envelopes called for, being \$3,851.97 less than the next lowest bid, and apparently a bid favorable to the interests of the Government;

And whereas, the Postmaster-General, by an order dated the 5th day of June, 1890, awarded the contract for furnishing said envelopes to the said Plimpton Manufacturing Company and Morgan Envelope Company, which order, duly recorded in the official journal of the Post-Office Department, and numbered 225, is in the following words, to wit:

"POST-OFFICE DEPARTMENT,
"OFFICE OF THE POSTMASTER-GENERAL,
"Washington, D. C., June 5, 1890.

"Order No. 225.]

"Whereas, in compliance with law, sealed proposals were invited by advertisement dated April 29, 1890, and published in sundry newspapers in the United States, for furnishing such registered package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year beginning on the 1st day of July, 1890;

"Whereas, upon the receipt and opening in public on the 28th day of May, 1890, of the proposals submitted in response to said advertisement, the names of the bidders and the amounts of their respective bids, upon the basis of the actual issues for the year ending March 31, 1890, of the sizes and qualities now in use, and of the estimated quantity of a new size of registered-package envelopes to be required for one year were found to be as follows:

The Whitcomb Envelope Company, of Worcester, Mass., \$122,852.23.

The Plimpton Manufacturing Company and Morgan Envelope Company, Hartford, Conn., \$114,440.18.

The Holyoke Envelope Company, of Holyoke, Mass., \$118,292.15.

"Whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate, being \$3,851.97 less than the next lowest bid, and \$3,412.05 less than the highest bid; also, that for fifteen items in the present schedule it amounted, on the basis of the issues during the year ending March 31, 1890, to \$101,440.18 (the additional item for a new size of registered-package envelopes amounting on the estimated quantity to be required for one year to \$13,000), and that the said amount, \$101,440.18, is \$7,434.71, or 6.8 per cent. less than the cost of corresponding numbers and kinds of envelopes under the existing contract.

"And whereas the said proposal of the Plimpton Manufacturing Company and Morgan Envelope Company appears to be the most advantageous of all the proposals submitted and to be favorable to the interests of the Government: It is therefore,

"Ordered, That the contract for furnishing the Post-Office Department with such registered package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year beginning on the 1st day of July, 1890, be, and the same is hereby, awarded to the Plimpton Manufacturing Company and Morgan Envelope Company, doing business as envelope manufacturers in the city of Hartford, Conn., the lowest bidder in the aggregate for all the envelopes called for by the advertisement of April 29, 1890, and the specifications therein referred to, upon the terms and conditions contained in the proposal of the said Plimpton Manufacturing Company and Morgan Envelope Company, received at the Post-Office Department on the 28th day of May, 1890, in pursuance of said advertisement, the prices named in the said proposal, including everything required to be done and furnished, being as follows, namely:

For A, size 3½ by 5½ inches, seventy-three cents per 1,000.

For B, size 3½ by 6½ inches, eighty-four cents per 1,000.

For C, size 3½ by 8½ inches, one dollar and twenty cents per 1,000.

For D, size 4½ by 6½ inches, one dollar and fifty cents per 1,000.

For E, size 4½ by 9½ inches, one dollar and eighty-two cents per 1,000.

For F, size 4½ by 9½ inches, two dollars per 1,000.

For G, size 5 by 10½ inches, four dollars and five cents per 1,000.

For H, size 6½ by 11½ inches, six dollars and fifty cents per 1,000.

For I, size 3½ by 5½ inches, two dollars per 1,000.

For K, size 5½ by 7½ inches, two dollars and sixty cents per 1,000.

For L, size 6 by 9 inches, three dollars and fifty cents per 1,000.

For M, size 6½ by 10½ inches, four dollars per 1,000.

For N, size 7½ by 10 inches, four dollars and twenty-five cents per 1,000.

For O, size 7½ by 11 inches, four dollars and fifty cents per 1,000.

For P, size 9 by 13½ inches, five dollars and forty cents per 1,000.

For Q, size 12 by 15 inches, seven dollars and fifty cents per 1,000.

"JOHN WANAMAKER,
"Postmaster-General."

Now, therefore, in consideration of the premises, and of the stipulations hereinafter set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America, and do bind themselves in manner following, to wit:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the registered package, tag, official, and dead-letter envelopes, of the sizes and kinds called for in the specifications, that they may be called upon to furnish during the fiscal year beginning on the 1st day of July, 1890.

Second. That the paper for the several kinds of envelopes to be furnished, as designated in the specifications, shall be made of the materials, in the manner, and according to the conditions following, that is to say:

The paper from which envelopes A, B, C, and D are manufactured must be composed in the proportion of 95 per cent. of jute butts and 5 per cent. of South Carolina clay (excluding all other material, except the necessary coloring matter), and must weigh 34½ pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing-engines and beaten nine hours in the beating-engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

The paper from which envelopes E, F, G, H, K, L, M, N, O, P, and Q are manufactured must be composed in the proportion of 30 per cent. of No. 1 rope manila, 30 per cent. of No. 2 rope (consisting of about equal parts of manila, hemp, and sisal), 30 per cent. of jute butts, and 10 per cent. of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, and tensile strength, and in all other respects, as the sample envelope furnished to bidders, and to be made a part of the contract.

The paper from which the tag envelopes for registered packages (I) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets measuring 22½ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

All or any of the different papers used may be required to be water-marked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

Water-marked paper for any of the envelopes that may be spoiled in process of manufacture or condemned as unfit for use shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government. Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. The envelopes shall be in all respects subject to the approval of the Postmaster-Gen

eral or his duly authorized agent; and his right of rejection shall be absolute and final.

Should the contractors, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (G, H, and I) shall be printed in vermilion or some other approved brilliant color equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official Business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes A, B, and D, or of 250 of envelopes C, E, and F, or in larger quantities, for the use of postmasters they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words "Post-Office at," with a blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

Fifth. That the envelopes shall be banded in parcels of twenty-five, packed in strong pasteboard or straw boxes (not inferior to No. 50 unlined western straw-board), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes G, H, and I, and not less than 250 of envelopes A, B, C, D, E, and F, or larger quantities as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manila paper and properly sealed so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any one size and style of printing.

When 4,000 or more envelopes of the A, B, C, and D kinds and 2,000 or more of the other kinds are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes A, B, C, and D, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractors without additional charge.

The sizes designated as A, C, D, E, F, G, H, and I, are used mainly by postmasters, and envelopes B, K, L, M, N, O, P, and Q, mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractors shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

Seventh. That the contractors shall be ready to commence the delivery of the envelopes on the 1st day of July, 1890, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes, after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered to the railway post-offices or postal cars in the city of Hartford, Connecticut, in such manner, in such quantities, at such times, and under such regulations as may be prescribed at any time by the Postmaster-General or his duly authorized agent; and that the Postmaster-General shall have the right, at any time during the existence of this contract, to require the delivery of the envelopes, or any portion of them, to be made either at the post-office, or at the agency in the city of Hartford, Connecticut, or at the nearest large adjacent post-office with adequate facilities for handling and mailing them, or at the Post-Office Department at Washington, D. C., in such quantities as he may prescribe.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of envelopes furnished and delivered shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the said Plimpton Manufacturing Company and Morgan Envelope

Company, for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in their proposal, namely:

- For A (or No. 1), $3\frac{3}{4}$ by $5\frac{1}{2}$ inches, seventy-three cents a thousand.
- For B (or No. 2), $3\frac{3}{4}$ by $6\frac{1}{2}$ inches, eighty-four cents a thousand.
- For C (or No. 3), $3\frac{3}{4}$ by $8\frac{1}{2}$ inches, one dollar and twenty cents a thousand.
- For D (or No. 4), $4\frac{1}{2}$ by $6\frac{1}{2}$ inches, one dollar and fifty cents a thousand.
- For E (or No. 5), $4\frac{1}{2}$ by $9\frac{1}{2}$ inches, one dollar and eighty-two cents a thousand.
- For F (or No. 6), $4\frac{3}{4}$ by $9\frac{1}{2}$ inches, two dollars a thousand.
- For G (or No. 7), 5 by $10\frac{1}{2}$ inches (for registered packages), four dollars and five cents a thousand.

For H (or No. 8), $6\frac{1}{2}$ by $11\frac{1}{2}$ inches (for large registered packages), six dollars and fifty cents a thousand.

- For I (or No. 9) $3\frac{3}{4}$ by $5\frac{1}{2}$ inches (tag envelopes), two dollars a thousand.
- For K (or No. 10), $5\frac{1}{2}$ by $7\frac{1}{2}$ inches, two dollars and sixty cents a thousand.
- For L (or No. 11), 6 by 9 inches, three dollars and fifty cents a thousand.
- For M (or No. 12), $6\frac{1}{2}$ by $10\frac{1}{2}$ inches, four dollars a thousand.
- For N (or No. 13), $7\frac{1}{2}$ by 10 inches, four dollars and twenty-five cents a thousand.
- For O (or No. 14), $7\frac{1}{2}$ by 11 inches, four dollars and fifty cents a thousand.
- For P (or No. 15), 9 by $13\frac{1}{2}$ inches, five dollars and forty cents a thousand.
- For Q (or No. 16), 12 by 15 inches, seven dollars and fifty cents a thousand.

Second. That said prices shall be full compensation for everything required to be done or furnished as herein set forth, payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

First. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractors with suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also, with a properly furnished room for the use of the post-office in mailing the envelopes, if the same shall be required by the Postmaster-General; and that the contractors, their employes and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

Second. That the Postmaster-General shall have the right to impose a fine upon the contractors in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to properly meet all just requirements of the Department.

Third. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General, absolutely, to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

Fourth. That on failure to promptly furnish any article or articles specified in the contract the Postmaster-General shall have the right to purchase such article or articles in the open market, and if a greater price be paid than that prescribed by the contract for like articles the difference shall be charged to the contractors; and if there shall be a failure to furnish any articles within a reasonable time after the same shall have been ordered, it may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

Fifth. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof this contract may be annulled.

Sixth. That in case of failure by the contractors to do or perform all or any of the covenants, stipulations, and agreements of this contract on the part of the said contractors to be performed, as herein set forth, the said parties of the second part shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum they shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

Seventh. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph, the Postmaster-General shall have the right to annul this contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by this contract. He shall also have the right to withhold payments for envelopes furnished, if it shall appear to his satisfaction that the contract has not been complied with in any particular.

Eighth. That should the interest of the Government require, this contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

Ninth. That should the use of any of the kinds of envelopes herein provided for be discontinued during the contract term, the contractors shall not be entitled to any compensation for damages on account of such discontinuance.

Tenth. That the Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper for the envelopes herein provided for in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

Eleventh. That the Department shall, after satisfactory inspection, accept and pay for, at the prices hereinbefore stated, the stock of envelopes that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all the conditions of this contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days; and any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor.

Twelfth. That no Member of or Delegate to Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States; and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and made part hereof, the said parties of the second part do hereby bind themselves, and each of them, their successors in office and the officers and agents of said corporations, and their and his heirs, executors, and administrators.

In witness whereof, the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part—the said corporations—have hereunto set their corporate seals by the hands of their respective presidents and caused these presents to be subscribed by said presidents, and said sureties of the parties of the second part have hereunto set their hands and seals, on and as of the day hereinbefore written.

[SEAL.]

JNO. WANAMAKER,
Postmaster-General.

Attest:

A. D. HAZEN,
Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY, [SEAL]
By L. B. PLIMPTON, *President.*

Attest:

FRED'K PLIMPTON.

THE MORGAN ENVELOPE COMPANY, [SEAL]
By E. MORGAN, *President.*

Attest:

W. M. WHARFIELD.

(Surety) M. S. CHAPMAN. [SEAL.]

Attest:

FRED'K PLIMPTON.

(Surety) ROBERT W. DAY. [SEAL.]

Attest:

W. M. WHARFIELD.

STATE OF CONNECTICUT, *County of Hartford, ss:*

Robert W. Day, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that

he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

ROBERT W. DAY.

Subscribed and sworn to before me this 28th day of June, one thousand eight hundred and ninety, and by me approved.

N. SHIPMAN,
District Judge for the District of Connecticut.

I certify that to the best of my knowledge and belief Robert W. Day, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company of Hartford, Conn., for furnishing registered package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1890, is worth the sum of forty thousand dollars, over and above all liabilities and encumbrances whatever.

H. M. PHILLIPS,
Postmaster at Springfield, Mass.

STATE OF CONNECTICUT, *County of Hartford, ss :*

M. S. Chapman, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

M. S. CHAPMAN.

Subscribed and sworn to before me this 28th day of June, one thousand eight hundred and ninety, and by me approved.

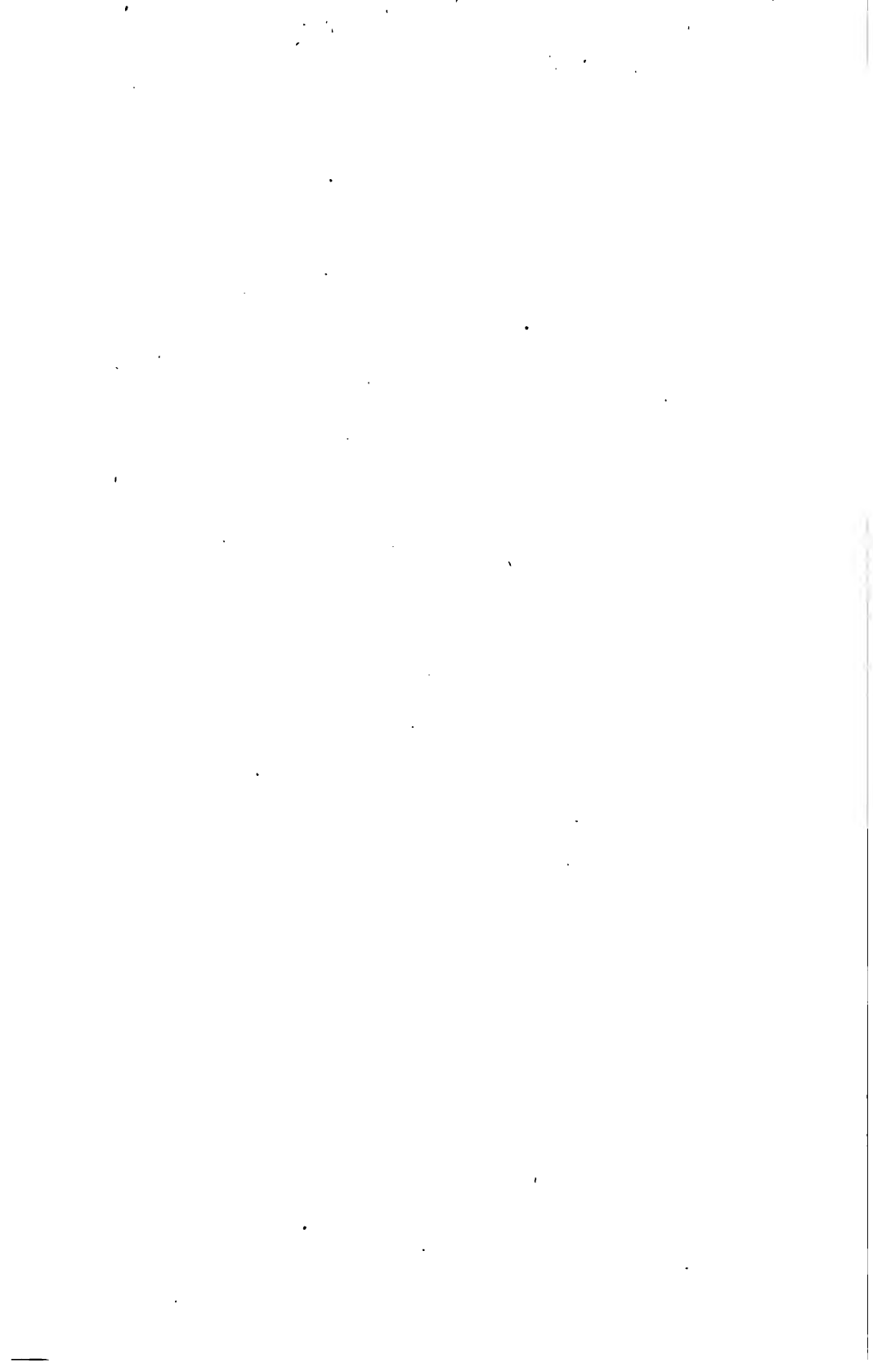
N. SHIPMAN,
District Judge for the District of Connecticut.

I certify that to the best of my knowledge and belief M. S. Chapman, of South Manchester, Conn., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, for furnishing registered package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1890, is worth the sum of forty thousand dollars over and above all liabilities and encumbrances whatever.

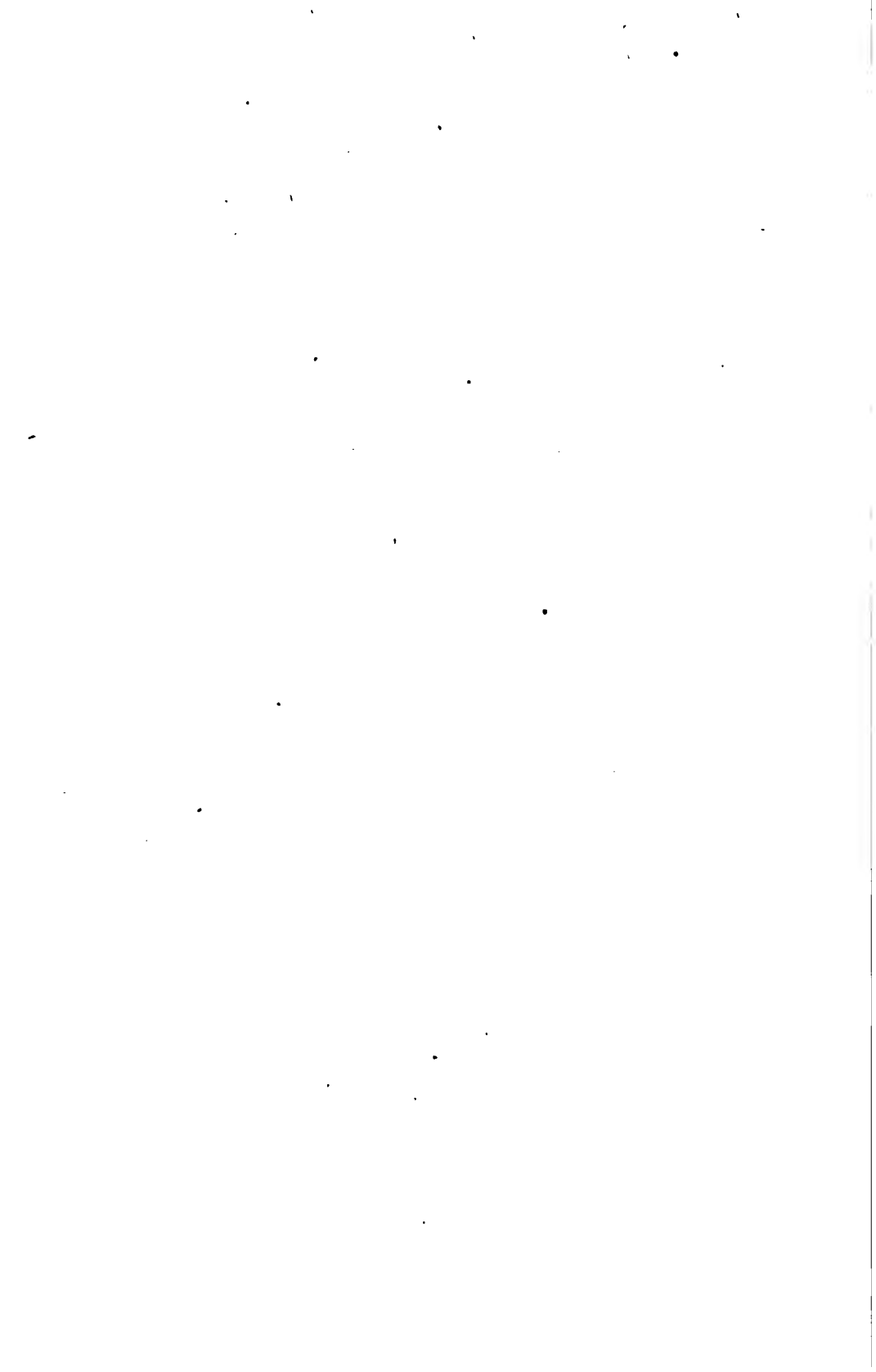
JOHN C. KINNEY,
Postmaster at Hartford, Conn.

Approved as to form.

R. W. HAYNES,
For Asst. Atty. Genl. for P. O. Dept.



REPORT
OF THE
SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.
FOR THE
FISCAL YEAR ENDED JUNE 30, 1890.



REPORT

OF THE

SUPERINTENDENT OF THE POSTAL MONEY-ORDER SYSTEM.

POST-OFFICE DEPARTMENT,
OFFICE OF SUPERINTENDENT OF MONEY-ORDER SYSTEM,
Washington, D. C., November 7, 1890.

SIR: I have the honor to submit herewith the twenty-sixth annual report of the operations of the Postal Money-Order System of the United States, the same being for the fiscal year ended June 30, 1890.

Table A, annexed hereto, shows the number of post-offices authorized to issue and to pay domestic money-orders, the amount of such orders issued, paid, and repaid, the amount of fees received therefor, and the attendant expenses, as reported by the Auditor, year by year, from the inauguration of the system to the 30th of June last.

NUMBER OF MONEY-ORDER OFFICES.

The number of money-order offices in operation June 30, 1889, was 8,727. During the year ended June 30, 1890, the domestic money-order business was put into operation at 674 additional offices, and was discontinued at 19 offices at which it was no longer required, so that at the close of the last fiscal year the total number of money-order offices in operation was 9,382. Since June 30, 1890, 460 names have been added to the list of offices authorized to transact domestic money-order business, while at 6 other offices that business has been discontinued, leaving 9,836 offices authorized to issue and to pay domestic money-orders and postal notes at the present time.

NUMBER OF OFFICES AUTHORIZED TO ISSUE, BUT NOT TO PAY, POSTAL NOTES.

At the close of the year ended June 30, 1889, there were in operation 557 small offices authorized under the act of Congress approved January 3, 1887, to issue postal notes, but not to pay them. Additional offices of this kind (known as "postal-note offices") to the number of 223 were made during the past year, while 52 were discontinued as such, leaving 728 in operation on June 30, 1890. Of the number mentioned as discontinued, however, 36, by reason of their growth and the demand for additional facilities thereat, were made money-order offices, and in this category authorized to issue and to pay postal notes as well as money-orders. To the number of "postal note offices," 80 have

been added since June 30, 1890. The names of 121 such offices since that date have been transferred to the list of money-order offices, while from 10 others the privilege of issuing postal notes has been withdrawn, leaving the whole number of "postal-note offices" at present in operation 677.

ISSUES AND PAYMENTS OF DOMESTIC MONEY-ORDERS.

The number of domestic money-orders issued during the year was	
10,624,727, aggregating in amount.....	\$114,362,757. 12
The number of such orders paid during the same period was 10,514,548, of the value of.....	\$113,513,300. 06
And the number repaid 82,060, amounting to.....	834,331. 29
Making the total amount of payments and repayments.....	114,347,631. 35
And the excess of issues over payments and repayments.....	15,125. 77
The gross amount of the fees received by postmasters from the public for the issue of domestic money-orders was.....	\$950,755. 57

The above, compared with the like transactions for the preceding year shows:

(1) An increase of 494,587, or 4.88 per cent., in the number of orders issued; of 462,639, or 4.60 per cent., in the number of orders paid, and of 5,426, or 7.08 per cent., in the number of orders repaid.

(2) A decrease of \$719,088.67, or 0.62 per cent., in the amount of orders issued; of \$934,568.84, or 0.81 per cent., in the amount of orders paid, and an increase of \$293.25, or 0.03 per cent., in the amount of orders repaid.

(3) An increase of \$17,148.07, or 1.83 per cent., in the gross amount of fees received.

The average amount of the orders issued was \$10.76, or 60 cents less than the average amount of the orders issued in the previous year.

The average fee received was 8.94 cents, being 0.28 of a cent less than the average fee received in 1888-'89.

ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 6,927,825, of the total value of.....	\$12,160,489. 60
And the number of notes paid during the same time was 6,831,206, amounting to.....	\$12,063,005. 09
While the number repaid at the offices of issue was 34,705, aggregating in amount.....	65,569. 35
	12,128,574. 44

The excess in the amount of issues over payments and repayments being.....	31,915. 16
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The gross amount of fees received from the public (including fees received for duplicates of invalid notes) was.....	\$208,123. 23
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A comparison of the above with the statement for the previous year shows:

(1) An increase of 125,105, or 1.83 per cent., in the number of postal notes issued; of 124,100, or 1.85 per cent., in the number of notes paid; and a decrease of 45,643, or 56.80 per cent., in the number repaid at the offices of issue.

(2) An increase of \$78,298.87, or 0.64 per cent., in the amount of postal notes issued; of \$137,346.83, or 1.15 per cent., in the amount of notes paid; and a decrease of \$86,850.09, or 56.98 per cent., in the amount of notes repaid.

(3) An increase of \$3,745.41, or 1.83 per cent., in the gross amount of fees received.

The average amount of the postal notes issued was \$1.75, or 3 cents less than the average amount of the notes issued the preceding year.

DUPLICATE MONEY-ORDERS AND POSTAL NOTES.

There were issued by this office during the last fiscal year 24,060 duplicates of domestic money-orders, or 2,725 more than during the previous year, and 7,404 duplicates of postal notes, or 679 less than during the year 1888-89.

The duplicate money-orders were issued, in accordance with law, upon applications setting forth the loss or destruction of the originals; upon applications accompanied by the originals when the latter had become invalid by reason of age (being more than a year old), or had received, contrary to law, more than one indorsement; or upon applications made by the remitters in cases where payment of the originals drawn in favor of lotteries, gift enterprises, or similar concerns had been forbidden by the Postmaster-General under the authority conferred by section 4041 of the Revised Statutes.

The duplicate postal notes were all issued upon applications accompanied by original notes which had not been paid within a period of three months from the last day of the month of issue, the term of validity fixed by law for postal notes.

Table B, in the Appendix, exhibits separately the number of duplicate money-orders and duplicate postal notes issued, and classifies the causes which rendered necessary the issue of the former.

DRAFTS AND TRANSFERS.

Payment of money-orders presented when the amount thereof exceeds that of the money-order funds in the possession of the postmaster drawn upon is provided for by means of transfers of funds from the postage to the money-order account, and by drafts upon the postmaster at New York City. The postmaster who is called upon to pay money-orders exceeding in amount the funds in his hands derived from the sale of orders is required to transfer such sum as may be necessary and available from the postage to the money-order account, or if the money-order and postage funds together are insufficient, or the postage funds are not available for transfer in such emergency, he must make application to this office for a draft on the postmaster at New York for the requisite amount. If the receipts of the post-office ordinarily suffice for the payment of money-orders drawn thereon, the postmaster is furnished, upon such application, with a single draft only for the occasion. But if the current of business at any post-office is such that the postmaster is continuously or often called upon to pay orders for amounts exceeding the receipts of the office, he is furnished with a book of blank drafts, fifteen in number, and a letter of credit for a suitable sum upon the postmaster at New York, against which he may draw as occasion requires. The postmaster's bond, if not already large enough, when a letter of credit is granted, is increased in an amount sufficient to protect the Government on account of this additional trust; and the credit is renewed from time to time, when necessary, as is also the supply of blank drafts.

Many of the smaller money-order offices on the Pacific slope, however, have been supplied with such additional amounts as they required for the payment of money-orders, from time to time, by the postmasters at the large offices of San Francisco, Cal., and Portland, Oregon.

The total amount of drafts paid by the postmaster at New York during the last fiscal year was \$12,001,993.59. During the same period the postmaster at San Francisco furnished funds to the amount of \$140,440, and the postmaster at Portland funds to the amount of \$73,695, to money-order offices in the extreme western States and Territories, upon applications made therefor.

The total amount of the transfers from the postage to the money-order account during the past year was \$738,843.09.

Occasionally the Department finds it convenient to direct transfers of money-order funds to the postal account. The amount of transfers of this kind during the same period was \$28,094.96. As soon as practicable after the close of each quarter, upon receipt of a statement of the account from the auditor, the balance arising from the excess of transfers from the postal to the money-order account is repaid to the former by the deposit of an equivalent sum with the Assistant Treasurer of the United States at New York to the credit of the Treasurer of the United States for the service of the Post-Office Department. The amounts of the transfers of both kinds for each of the four quarters of the last fiscal year, the balance due the postal account at the close of each quarter, and the dates of payment of the balances due were as follows:

Quarter ended—	From postal to money-order funds.	From money-order to postal funds.	Balance due postal funds.	Paid by deposit in sub-treasury at New York, N. Y.
September 30, 1889.....	\$155,787.24	\$3,748.42	\$152,038.82	Apr. 14, 1890
December 31, 1889.....	197,582.04	1,648.38	195,933.66	June 9, 1890
March 31, 1890.....	178,531.24	18,606.12	159,925.12	Aug. 12, 1890
June 30, 1890.....	206,942.57	4,092.04	202,850.53	Oct. 23, 1890
Total.....	738,843.09	28,094.96	710,748.13	

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The postmaster at every money-order office, excepting that at New York, is required by the regulations to transmit daily to some other post-office, designated as the depository therefor, his surplus money-order funds, comprising all money-order funds in his possession in excess of the sum of the unpaid money-order advices on hand not more than two weeks, or in excess of the fixed sum which he is authorized to retain for the payment of orders drawn upon him, and of postal notes, and which is termed his "reserve." Postmasters at postal-note offices (i. e. offices which issue but do not pay postal notes) are likewise required to remit daily, or as often as practicable, to a designated post-office of the first class, every dollar derived from the sale of postal notes. The offices designated as depositories, being located at paying centers, usually need more funds than they receive from the issue of money-orders and postal notes. But should a surplus accrue at any one of these offices from sales and deposits in excess of payments, it is transmitted to another depository; and thus, by transfer from one postmaster to another, the actual surplus of all the offices at which the receipts exceed the payments eventually reaches the postmaster at New York, upon whom drafts are drawn by postmasters at offices where the receipts from sales, or from deposits and sales, are less than the amount of orders presented.

The total amount of remittances of surplus money-order and postal note funds made during the year ended June 30, 1890, was \$115,536,413.57.

LOST REMITTANCES.

The Assistant Attorney-General for the Post-Office Department reports that seventy-two cases of alleged loss, in transit by mail, of money-order funds were disposed of during the past fiscal year, pursuant to the provisions of the act of Congress approved March 17, 1882, by which the Postmaster-General is empowered to allow credit for losses of this nature incurred without fault or negligence on the part of the postmaster. In thirty of these cases the postmasters were allowed credit for the amounts, aggregating \$2,635; in twenty-four cases, the total amount of which was \$2,195, the claims were disallowed; and in eighteen cases, wherein the amounts named aggregated \$710, the applications for allowance were withdrawn or dismissed, it having been ascertained, after the filing of the claims, that no loss had actually occurred.

ERRONEOUS PAYMENTS OF MONEY-ORDERS.

During the year claims for re-imbursement on account of the alleged wrong payment of money-orders were investigated and disposed of to the number of 121, involving the aggregate sum of \$2,921.25. Ninety-nine other cases of alleged improper payment were undergoing investigation at the hands of post-office inspectors at the close of the year. One hundred and forty-one of the orders in the 220 cases above mentioned (all of which are included in Table C of the Appendix) were issued prior to July 1, 1889. The cases disposed of during the year were settled as follows: Post-office inspectors recovered the amounts of 15 orders, \$274.17 in all, from the persons to whom payment had been improperly made, and paid the same over to the true payees or owners; in 53 cases, involving \$1,180.23, it was ascertained upon investigation that the claims were not well founded, the orders having been properly paid in the first place; in 42 cases where the orders amounted to \$979.43, the paying postmasters, for failure to exercise the precaution enjoined by the regulations as to identification, were required to make the amounts good to the owners; in one case of an order drawn for \$5 it was found that the issuing postmaster was mainly at fault, and he, therefore, was required to make the amount good; in 1 case, where the amount was \$70, the payee, being at fault, was made to sustain the loss, and in 9 cases, where the aggregate amount involved was \$412.52, the Department assumed the loss, the evidence not being sufficient to fix the responsibility upon either the postmaster, the payee, or the remitter.

The number of cases of alleged improper payments brought to the notice of the Department for the first time within the past year was 156, being in the ratio of 1 to every 113,676 of the payments and repayments of domestic and international money-orders.

REVENUES AND EXPENSES.

The revenues and expenses of the domestic money-order business for the last fiscal year, as reported by the Auditor of the Treasury for the Post-Office Department, were as follows:

RECEIPTS.

Amount received for fees on orders issued	\$950, 755. 57
Amount received from the sale of waste paper and from other miscellaneous sources	538. 06
Total	951, 293. 63

EXPENDITURES.

Amount allowed postmasters for commissions	\$324, 743. 00
Incidental expenses	97, 017. 54
Lost remittances, burglaries, etc	5, 158. 89
	426, 919. 43
Excess of receipts over expenditures	524, 374. 20

Under the head of "incidental expenses" is embraced the cost of all printed matter, viz; blanks, blank books, etc., used in the domestic money-order business (not including postal-note business) by postmasters and by this office; the cost of stationery for use exclusively in this business at post-offices; of blank engraved money-order drafts; of money-order dating-stamps, stamp-ribbons, numbering stamps, etc.

During the past year the total expenditure for blanks, blank books, and other printed and engraved matter, purchased under contract, by authority of law, for domestic and international money-order business and for postal-note business (excepting the cost of blank engraved postal notes) was \$48,238.69, and of this sum \$6,497.08 were paid for work ordered on requisitions of the previous year. The cost of such blanks and books and printed and engraved matter for domestic money-order business alone was \$42,242.30, including \$5,389.67 paid on account of requisitions of the preceding year.

The receipts and expenditures in the postal-note business for the year are stated by the auditor as follows:

RECEIPTS.

Amount received for fees on postal notes issued	\$208, 123. 27
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EXPENDITURES.

Amount allowed postmasters—	
For commissions	\$55, 797. 37
Incidental expenses	22, 652. 24
	78, 449. 61

Excess of receipts over expenditures, making a revenue of	129, 673. 62
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The item of "incidental expenses" in this statement includes the cost of blank engraved postal notes, amounting to \$15,907.60, and of postal-note punches amounting to \$913.50.

THE INTERNATIONAL MONEY-ORDER BUSINESS.

The number of money-order offices in the United States authorized to transact international money-order business on June 30, 1889, was 1,776. To this number of offices 95 were added during the year, while at one office the business was discontinued, leaving 1,870 in operation June 30, 1890. Since the latter date the international money-order business has been extended to 127 additional offices and withdrawn from 1 office, so that at the present time the total number of offices for the transaction of such business in this country is 1,996.

The two tables immediately following exhibit in detail the number and amount of the money-order transactions between the United States on the one hand and each of twenty-four foreign countries on the other, and (except in the case of Newfoundland, with which direct exchange did not begin until July 1, 1889) contain a comparison thereof with the number and amount of like transactions of the previous year, showing both the amount and percentage of increase or decrease in each case.

Nationality.	No. of orders issued.	Amount of orders issued.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	Amount of fees received.
Canadian.....	79,184	\$1,360,751.18	129,955	\$1,475,691.03	503	\$7,149.13	\$16,516.25
British.....	402,775	5,211,262.47	59,990	903,197.98	921	10,604.41	66,923.65
German.....	196,968	2,790,739.62	42,297	1,475,787.80	592	8,700.63	35,669.80
Swiss.....	38,855	678,483.60	6,204	221,933.43	128	2,381.43	8,180.70
Italian.....	32,358	1,005,279.37	1,508	54,539.97	130	3,739.99	10,739.30
French.....	20,317	308,451.65	5,130	104,399.04	226	3,058.77	3,892.70
Jamaican.....	247	3,991.50	1,931	44,345.05	1	5.01	49.95
New Zealand.....	505	9,970.58	1,653	20,410.09	4	24.23	118.30
New South Wales.....	503	12,115.21	1,322	22,404.11	9	402.49	137.60
Victorian.....	378	10,037.80	1,287	21,881.99	6	46.78	112.75
Belgian.....	3,777	73,749.01	1,170	37,612.26	22	479.82	858.10
Portuguese.....	620	16,451.41	215	7,839.61	5	140.00	180.30
Swedish.....	45,801	999,987.78	2,571	105,029.39	51	945.29	11,566.00
Tasmanian.....	21	452.75	223	2,710.90			5.20
Windward Islands.....	331	4,801.15	1,822	83,263.94	5	98.62	58.80
Japanese.....	840	23,597.01	1,109	28,090.12	5	90.30	260.90
Cape Colony.....	50	1,044.57	352	5,843.82	2	24.35	12.40
Hawaiian.....	237	4,891.67	2,721	39,910.11	8	206.80	58.40
Queensland.....	107	3,358.24	446	7,681.24	1	9.74	36.10
Leeward Islands.....	101	1,486.57	352	11,753.14			19.00
Norwegian.....	21,226	513,038.71	1,302	40,657.13	19	355.77	5,798.95
Netherlands.....	3,313	38,218.79	1,483	29,387.24	9	99.01	544.10
Danish.....	7,430	137,232.97	1,705	51,599.35	26	501.98	1,636.65
Newfoundland.....	1,110	20,742.10	1,657	42,537.55	4	77.00	238.00
Total.....	859,054	13,230,185.71	268,405	4,842,396.29	2,677	39,141.53	163,613.90

Country.	Amount of increase or decrease in orders issued as compared with 1888-'89.	Percent- age of in- crease or decrease in issues.	Amount of increase or decrease in orders paid as compared with 1888-'89.	Percent- age of in- crease or decrease in payments.	Amount of increase or decrease in fees received as compared with 1888-'89.	Percent- age of in- crease or decrease in fees.
Canada.....	\$78,853.49	6.15	\$56,419.61	3.97	\$1,051.20	6.79
Great Britain.....	94,093.42	1.83	43,132.18	5.01	1,363.30	2.07
Germany.....	103,759.77	3.86	95,315.60	6.18	1,539.80	4.57
Switzerland.....	82,930.20	13.75	15,794.88	7.66	1,027.30	14.36
Italy.....	85,123.87	9.25	1,441.31	2.71	895.20	9.09
France.....	42,367.52	15.92	25,446.12	30.67	579.00	17.47
Jamaica.....	1,413.50	54.82	*38,311.69	*46.35	17.65	54.64
New Zealand.....	*2,630.31	*21.24	1,380.23	7.25	*24.90	*17.38
New South Wales.....	2,902.45	31.50	*6,455.13	*22.36	34.50	33.46
Victoria.....	2,962.16	41.86	1,310.02	6.38	33.55	42.36
Belgium.....	18,235.49	32.84	6,887.68	22.41	198.50	30.09
Portugal.....	6,100.69	58.93	*3,489.94	*30.80	63.25	54.03
Sweden.....	256,082.71	34.42	30,608.28	41.12	2,924.20	33.93
Tasmania.....	*369.93	*44.96	*218.68	*7.46	*3.70	*41.57
Windward Islands.....	*513.51	*9.66	1,718.40	3.33	*1.60	*2.64
Japan.....	12,349.96	109.80	5,872.23	26.43	131.55	101.70
Cape Colony.....	355.59	51.61	1,608.45	87.97	3.30	36.25
Hawaii.....	157.39	3.32	10,243.72	34.52	1.55	2.72
Queensland.....	2,069.46	160.57	312.11	4.23	21.70	50.69
Leeward Islands.....	52.52	3.66	3,001.33	34.29	.90	4.97
Norway.....	91,334.77	21.65	11,952.44	41.63	1,013.90	21.18
Netherlands.....	6,655.83	21.08	3,832.64	14.99	103.10	23.37
Denmark.....	45,549.90	49.68	11,328.64	28.13	537.05	48.84

* Decrease. Each amount not marked with an asterisk (*) represents an increase.
Newfoundland exchange did not go into operation until July 1, 1889.

These tables exhibit an increase over the showing of the previous year of 34,627, or 4.20 per cent., in the number of international orders issued; of \$949,619.04, or 7.73 per cent., in the amount of such orders issued; of 6,882, or 2.60 per cent., in the number of orders paid and repaid; and of \$357,289.55, or 7.89 per cent., in the amount paid and repaid; also an increase of \$11,768.30, or 7.75 per cent., in the amount of fees received.

The average amount of the international orders issued in the United States during the year ended June 30, 1890, was \$15.40, or 51 cents greater than the average amount of such orders issued the preceding year; and the average fee received therefor was 19.04 cents, being 0.62 of a cent greater than the average fee received in 1888-'89. The average amount of the international orders paid in the United States during the past year was \$18.04, being 88 cents greater than the average amount of the orders paid the previous year.

The increase in the total amount of international money-order business—orders issued, paid, and repaid—as compared with the total amount of the year 1888-'89, was \$1,306,908.59, or 7.77 per cent. The total number of transactions was increased by 23,509, or 2.12 per cent.

The foregoing tables further show that the money-orders issued in the United States for payment in Europe greatly exceed, as in former years, in number and aggregate amount, those issued in European countries for payment here. This excess is due to the well known fact that emigrants from those countries residing here frequently send a portion of their earnings to their relatives at home. In this international exchange of money-orders the balances accruing against the United States are liquidated by bankers' bills of exchange, drawn to the order of the Postmaster-General of the United States, and by him indorsed to the chief of the foreign postal administration to which payment is to be made.

The total amount paid by this Department for bills of exchange bought for this purpose from bankers in the city of New York during the last fiscal year was \$8,353,561.50.

In addition to this sum there were transmitted, on money-order account, during the last fiscal year, to the British postal department, bills of exchange on London to the value of \$205,589.73, which were received at this Department from various British colonies in payment of balances due by them to the United States in the exchange of money-orders.

In my last annual report a recommendation was made that steps be taken to obtain the consent of the postal administrations of Sweden, Norway, and Denmark to a modification of the rate of conversion of United States money into Scandinavian money established by the respective money-order conventions with those countries. That rate, which is based upon the United States Treasury valuation of the krona (crown), the monetary unit of Scandinavian countries, makes this coin equivalent to 26.8 cents. Experience shows, however, that the average rate of exchange paid in this country for bills of exchange sent to Scandinavian countries in settlement of balances on money-order account has been a little higher than this rate of conversion as fixed by convention. Negotiations to enable this Department to change the present rate of conversion to one approximating more nearly the average rate of exchange in question have been entered into with the Scandinavian postal administrations, and are now pending. It is believed that a satisfactory conclusion will be reached at an early day.

The loss to the United States last year on bills of exchange pur-

chased to pay balances due these countries was: in settlement with Sweden, \$4,005.05; Norway, \$2,403.88; Denmark, \$397.45.

During the year there were issued by this office, in lieu of lost international money-orders payable in this country, 1,012 duplicates in favor of the payees thereof. (See Table D, in the Appendix). Two thousand nine hundred and eighty authorizations were also issued by this office for repayment of international money-orders drawn in this country, payment of which orders had not been made to the respective payees abroad. On the other hand, the various foreign postal administrations were authorized by this Department to repay to the remitters 2,545 money-orders, payment of which the respective payees in the United States failed to receive. A table (E) showing the number of such authorizations of repayment, arranged according to nationality, will be found in the Appendix.

REVENUE FROM INTERNATIONAL MONEY-ORDER BUSINESS.

The gross revenue which accrued from the exchange of money-orders during the last fiscal year with the countries named below is reported by the Auditor for this Department to be as follows:

From the—		From the—	
Canadian business	\$16,088.11	Tasmanian business	\$19.43
British business	47,514.66	Windward Islands business	438.15
German business	48,650.07	Japanese business	277.00
Swiss business	16,043.81	Cape Colony business	41.43
Italian business	27,173.96	Hawaiian business	359.19
French business	6,353.01	Queensland business	62.91
Jamaican business	255.07	Leeward Islands business	23.01
New Zealand business	181.50	Norwegian business	696.89
New South Wales business	220.42	Netherlands business	570.61
Victorian business	220.37	Danish business	664.95
Belgian business	1,449.02	Newfoundland business	343.22
Portuguese business	71.90		
Swedish business	2,453.73		
		Total international revenue ...	170,172.43

A convention for the exchange of postal money-orders between the United States and the Republic of Chili, and one for a similar exchange with the Republic of Ecuador, have been negotiated and signed by the Postmaster-General of the United States and the diplomatic representatives of those two countries at this capital. Each of these conventions awaits, before being put into operation, the approval and ratification of the home government.

Negotiations are in progress for an exchange of postal money-orders between the United States on the one hand and the Republic of Salvador (Central America) and the British colonies of Trinidad and Tobago, and of the Bahamas on the other.

POST-OFFICE INSPECTORS PAID OUT OF MONEY-ORDER PROCEEDS.

Under the provisions of section 4020 of the Revised Statutes post-office inspectors to the number of eighteen, or three more than during the previous year, have been paid out of the proceeds of the money-order business. The salaries, per diem allowances, and expenses, so paid to inspectors employed in the money-order service during the last fiscal year, as reported by the Chief Post-Office Inspector, amounted to \$50,845.12.

GENERAL FINANCIAL RESULTS.

Altogether there were issued during the past fiscal year money-orders (domestic and international) and postal notes to the number of 18,411,606, amounting to \$139,753,382.43; while the payments and re-

payments numbered 17,733,601, of the value of \$131,357,743.61. The fees aggregated \$1,322,492.70.

Compared with the total volume of business transacted the previous year these figures exhibit :

(1) An increase of 654,319, or 3.68 per cent., in the total number of issues; and of 553,404, or 3.22 per cent., in the total number of payments and repayments.

(2) An increase of \$308,829.24, or 0.22 per cent., in the aggregate amount of the issues, and a decrease of \$526,489.30, or 0.39 per cent., in the aggregate amount of the payments and repayments.

(3) An increase of \$32,661.78, or 2.53 per cent., in the gross amount of fees received from the public.

In compliance with the provisions of section 4050 of the Revised Statutes the total quarterly revenues from all branches of the money-order and postal-note business were deposited as soon as they were reported by the Auditor with the Assistant Treasurer of the United States at New York, N. Y., to the credit of the Treasurer of the United States for the service of the Post-Office Department. These revenues by quarters, and the dates of the respective deposits, are shown in the subjoined statement:

Quarter ended—	Amount.	Deposited.
September 30, 1889.....	\$182,817.69	Apr. 14, 1890
December 31, 1889.....	247,608.99	June 9, 1890
March 31, 1890.....	200,220.70	Aug. 12, 1890
June 30, 1890.....	193,571.86	Oct. 23, 1890
Total.....	824,220.24	

In accordance with the practice of the Department, there are annually taken into account, for the purpose of making an exact statement of net revenue, all such items of expense as, though paid from appropriations made by Congress, are a legitimate charge upon the money-order system. These expenditures for the last fiscal year were the following:

Salaries to fifty employes in the Superintendent's office	\$65,020.00
Salaries to the employes in the money-order division of the auditor's office	235,000.00
Stationery furnished for use in the Superintendent's office	716.36
Books, blanks, printing, and stationery furnished for use in the money-order division of the auditor's office.....	12,688.07
One-half of salaries of employes in the money-order buildings, under the supervision of the Superintendent of the Post-Office Department building	5,090.00
One-half rent of the money-order building.....	4,000.00
Estimated cost of furniture for, and miscellaneous expenses of, said building.....	2,000.00
Rent of building known as Marini's Hall.....	4,500.00
Salaries of watchmen and laborers, and incidental and miscellaneous expenses of said building.....	6,000.00
Allowances to postmasters at first and second class post-offices for clerk-hire in the money-order business, which, under the act of June 29, 1886, have been paid since July 1, 1888, out of appropriations instead of from the proceeds of the money-order business, the said amount, as reported by the First Assistant Postmaster-General, being.....	513,774.22
Total.....	848,778.65

It thus appears that the revenue derived from the money-order system and deposited to the credit of the Treasurer of the United States, as above stated, during the past year, was less by \$24,558.41 than the

total amount of expenditures of all kinds that may fairly be charged against it, which were paid out of appropriations made by Congress. This deficit, though small if the volume of business be considered, is larger by \$16,429.68 than that of the fiscal year 1888-'89, which was only \$8,128.73. The increased deficit is, in a measure, attributable to the fact that, although the money-order receipts amounted to more last year than during the previous year, the expenditures in some directions were increased in a greater degree. For example, the total of allowances to postmasters at first and second class post-offices for money-order clerk-hire was in the aggregate \$513,774.22, or \$49,972.28 more than the year before, and the compensation and expenses of post-office inspectors employed in the money-order service amounted to \$50,845.12, being \$8,913.85 more than during the preceding year.

The reduction in the average amount of domestic money-orders issued, and the consequent diminution in the average amount of the fees received, will also serve to explain the existence of this deficit. Had the average fee received for domestic orders issued in 1889-'90 been as large as the average fee received the previous year for orders of that description, this deficiency of \$24,558.41 would not have resulted, but, in its place, there would have been a surplus of about \$5,000.

In view of the foregoing, it is evident that if the average amount for which domestic orders are issued further decreases, or even remains stationary, the most rigid economy in expenditures will be necessary to keep the money-order system wholly or nearly self-sustaining without an increase of the fees charged to the public for the issue of such orders, or a diminution of the compensation to postmasters for the issue and payment thereof.

During the last ten years, from July 1, 1880, to July 1, 1890, the money-order system has yielded a profit each year, with three exceptions, viz; the fiscal years 1887, 1889, and 1890, in which there was a deficit in net revenue of \$8,091.25, \$8,128.73, and \$24,558.41, respectively, the sum of these deficits being \$40,778.39. If this sum be deducted from the whole amount of the net profits during the ten years in question, viz; \$885,985.05, there remains as net revenue for that period to the Post-Office Department from the money order business the sum of \$845,206.66.

As recommended in the last annual report, this office has furnished to postmasters at the smaller money-order offices during the past fiscal year, for distribution to persons who do not, but might, employ the money-order system in making remittances, 750,000 short circulars, calling their attention to the convenience and utility of money-orders in the transmission of small sums by mail.

The bill "to establish a limited post and telegraph service and for other purposes," introduced in the Senate of the United States July 16, 1890, by Senator Sawyer, of Wisconsin, provides in section 5 for the transmission between post-offices, to be designated by the Postmaster-General, of sums of money by postal-telegraph money-orders. The maximum amount of the proposed telegraph money-order is, for obvious reasons, limited to a small sum, being the same as that of the ordinary money-order, to wit, \$100.

I earnestly hope that this bill may become a law. The addition to the postal service of the telegraph money-order would place the Department in a position to furnish the public with all requisite facilities for the transfer of small sums through the money-order system. The remitter could then select for that purpose the inland money-order, the postal-note, the international money-order, or the postal-telegraph

money-order, according to his requirements or his preference. Furthermore, the location of a telegraph-office in a money-order post-office would be a great advantage to the money-order system in that it would bring the Department into direct and prompt communication with the postmaster. The latter would by this means be enabled to obtain quickly from headquarters instructions when needed for his guidance in case of any serious or unusual obstacle to the payment of money-orders on presentation. The Department, on the other hand, could exercise a more immediately effective supervision over the conduct of the money-order business generally at a post-office provided with this adjunct, and thereby promote promptitude and accuracy on the part of the postmaster in the discharge of his duties to the public and to the Government.

I am, sir, very respectfully, your obedient servant,

C. F. MACDONALD,

Superintendent of the Money-Order System.

HON. JOHN WANAMAKER,

Postmaster-General.

APPENDIX.

A.—Tabular statement showing operations of the domestic money-order system during each year since its establishment November 1, 1864, up to June 30, 1890.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees received.	Amount of expenses.	Amount of deficit.	Amount of surplus.
June 30, 1865 ..	419	\$1,360,122.52	\$1,313,577.08	\$11,538.40	\$18,584.37	\$7,047.97	
June 30, 1866 ..	766	3,977,259.28	3,803,890.22	35,803.06	28,664.27		\$7,138.79
June 30, 1867 ..	1,224	9,229,327.72	9,071,240.73	70,889.57	44,628.96		26,260.61
June 30, 1868 ..	1,468	16,197,858.47	16,118,537.03	124,503.19	70,345.04		54,158.15
June 30, 1869 ..	1,466	21,848,058.93	24,654,121.40	176,247.87	110,694.00		65,553.87
June 30, 1870 ..	1,694	34,054,184.71	38,927,924.79	235,557.05	145,382.42		90,174.63
June 30, 1871 ..	2,076	42,164,118.03	42,027,336.81	295,563.38	194,381.60		101,181.78
June 30, 1872 ..	2,452	48,515,532.72	48,419,644.97	350,499.40	244,521.63		105,977.77
June 30, 1873 ..	2,775	57,516,216.69	57,296,012.27	354,816.66	286,232.66		68,584.00
June 30, 1874 ..	3,069	74,424,854.71	74,210,156.25	462,288.54	357,040.42		105,248.12
June 30, 1875 ..	3,404	77,431,251.58	77,361,690.75	464,717.27	374,575.18		120,142.09
June 30, 1876 ..	3,401	77,035,972.78	77,106,338.85	647,021.52	456,250.68		190,770.84
June 30, 1877 ..	3,697	72,820,509.70	72,908,475.25	621,409.66	524,478.47		96,931.19
June 30, 1878 ..	4,143	81,442,364.87	81,279,910.80	716,638.98	513,646.61		202,992.37
June 30, 1879 ..	4,512	88,254,641.02	88,006,200.20	799,347.09	575,386.32		223,960.77
June 30, 1880 ..	4,829	100,252,818.83	100,165,982.78	917,091.58	659,516.50		257,575.08
June 30, 1881 ..	5,163	105,075,769.35	104,924,853.61	967,772.93	715,478.29		252,314.64
June 30, 1882 ..	5,491	113,400,118.21	113,388,301.90	1,054,538.62	774,197.45		280,341.17
June 30, 1883 ..	5,927	117,329,406.81	117,344,281.78	1,102,848.42	791,133.75		311,704.67
June 30, 1884 ..	6,310	122,121,261.98	121,971,043.40	960,479.39	702,603.80		247,875.59
June 30, 1885 ..	7,056	117,858,921.27	117,998,295.06	925,125.03	681,150.06		243,974.97
June 30, 1886 ..	7,457	113,819,521.21	113,846,463.04	922,781.97	689,758.38		233,023.50
June 30, 1887 ..	7,853	117,462,660.89	117,264,028.66	914,076.57	402,458.59		511,617.98
June 30, 1888 ..	8,241	119,649,064.98	119,743,345.25	947,316.56	406,043.79		541,272.77
June 30, 1889 ..	8,727	115,081,845.79	115,281,906.94	933,607.00	399,456.65		534,150.35
June 30, 1890 ..	9,382	114,362,757.12	114,347,631.35	950,755.57	426,919.43		523,836.14
Total		1,965,796,419.67	1,963,917,141.13				

B.—Statement of duplicate money-orders and postal notes issued by the Department during the fiscal year ended June 30, 1890.

	Number.	Remarks.
I.—In lieu of money-orders lost in transit.....	21,922	Being 1,288 more than during preceding year.
II.—In lieu of money-orders, payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States	138	Being 74 more than during preceding year.
III.—In lieu of money-orders lost by the payees, remitters, or indorsees.	644	Being 384 more than during preceding year.
IV.—In lieu of money-orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	615	Being 562 more than during preceding year.
V.—In lieu of money-orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	34	Being 1 less than during preceding year.
VI.—In lieu of money-orders invalidated by reason of not having been presented for payment within one year after the date of their issue.	707	Being 418 more than during preceding year.
Total	24,060	Being 2,725 more than during preceding year.
Duplicate postal notes issued during the same year..	7,404	Being 679 less than during preceding year.

C.—Statement of money-orders alleged to have been improperly paid on a forged signature, or otherwise, during the fiscal year ended June 30, 1890.

Summary.	Number of cases.		Amount.	Total amount.
Whole number of orders alleged to have been improperly paid.....	141	220		\$6,517.06
(a) Orders issued prior to July 1, 1889.....	79		\$3,701.20	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....			2,815.86	
I.—Recovered.....		15		274.17
(a) Orders issued prior to July 1, 1889.....	7		55.99	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	8		218.18	
II.—Paid to proper payee.....		53		1,180.23
(a) Orders issued prior to July 1, 1889.....	36		729.45	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	17		450.78	
III.—Charged to paying postmaster.....		42		979.43
(a) Orders issued prior to July 1, 1889.....	26		714.52	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	16		264.91	
IV.—Charged to issuing postmaster.....		1		5.00
(a) Orders issued prior to July 1, 1889.....	1		5.00	
V.—Charged to Department.....		9		412.52
(a) Orders issued prior to July 1, 1889.....	9		412.52	
VI.—Charged to payee of order.....		1		70.00
(a) Orders issued prior to July 1, 1889.....	1		70.00	
VII.—Unsettled.....		99		3,595.71
(a) Orders issued prior to July 1, 1889.....	61		1,703.96	
(b) Orders issued after June 30, 1889, and prior to July 1, 1890.....	38		1,891.73	
Total.....		220		6,517.06

I.—RECOVERED.

(a) Orders issued prior to July 1, 1889.

Number of order.	Name of issuing office.	State.	Date of issue.	Name of paying office.	State.	Date of payment.	Amount
85386	Joliet.....	Ill....	Apr. 24, 1889	New York.....	N. Y....	May 7, 1889	\$9.00
57827	Texarkana.....	Ark....	May 9, 1889	Chicago.....	Ill....	May 29, 1889	5.00
B. 6406	Middlesborough.....	Engl'd	Feb. 5, 1889	Buffalo.....	N. Y....	Mar. 1, 1889	9.74
13691	Forest.....	Ill....	June 8, 1889	Pontiac.....	Ill....	June 11, 1889	7.25
68869	Williamsburgh Sta., Brooklyn.....	N. Y....	Dec. 26, 1888	Cedar Rapids.....	Iowa...	Dec. 29, 1888	15.00
82212	Shreveport.....	La....	May 14, 1888	Bastrop.....	La....	June 15, 1888	5.00
82570	do.....	La....	June 2, 1888	do.....	La....	July 5, 1888	5.00
7 cases.....							56.99

(b) Orders issued after June 30, 1889.

118	Stewardson.....	Ill....	July 29, 1889	Cincinnati.....	Ohio...	July 31, 1889	11.30
28903	Phoenixville.....	Pa....	Jan. 21, 1890	Cuckoo.....	Va....	Jan. 24, 1890	10.00
35623	Jacksonville.....	Fla....	Jan. 29, 1890	Birmingham.....	Ala....	Jan. 31, 1890	10.00
99936	Pensacola.....	do.....	Jan. 20, 1890	Chicago.....	Ill....	Feb. 7, 1890	54.00
24929	New York.....	N. Y....	Feb. 7, 1890	New Haven.....	Conn...	Feb. 21, 1890	87.05
32518	Anamosa.....	Iowa...	Feb. 13, 1890	Detroit.....	Mich...	Feb. 19, 1890	9.00
9537	Ripley.....	N. Y....	Jan. 16, 1890	Bay City.....	do.....	Jan. 20, 1890	12.00
* I. 18417	Agnone.....	Italy...	Oct. 12, 1889	Newark.....	N. J....	Oct. 23, 1889	24.32
8 cases.....							218.18
Total, 15 cases.....							274.17

* Part of \$76.52.

C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

II.—PAID TO PROPER PAYEE.

(a) Orders issued prior to July 1, 1889.

57392	Station F, New York.	N. Y.	June 15, 1888	Dallas	Tex.	Sept. 23, 1888	\$80.00
43066	San Diego	Cal.	May 2, 1887	San Luis Obispo.	Cal.	May 13, 1887	5.00
4158	Whitcomb	Wash.	June 22, 1888	Seattle	Wash.	June 26, 1888	45.00
25340	Farmington	Ill.	Feb. 27, 1889	New York	N. Y.	Mar. 5, 1889	5.93
24186	Greensburg	Pa.	June 8, 1889	Ithaca	Cal.	June 12, 1889	10.00
2680	Ontario	Cal.	June 11, 1889	Pomona	Cal.	do.	30.00
11005	Hico	Tex.	Jan. 21, 1889	Louisville	Ky.	Jan. 25, 1889	22.00
B. 23799	New York	N. Y.	May 24, 1889	Wa Keaney	Kans.	June 18, 1889	48.70
B. 23800	do	do.	do.	do	do.	do.	48.70
B. 2639	Staines	Eng.	Jan. 1, 1889	Adrian	Mich.	Apr. 5, 1889	24.35
293	Erie	Ill.	Dec. 22, 1886	Norfolk	Va.	Dec. 28, 1886	15.00
302	do	do.	Jan. 1, 1887	do	do.	Jan. 6, 1887	21.00
473	do	do.	Sept. 30, 1887	do	do.	Oct. 8, 1887	25.00
966	Morton	do.	Jan. 10, 1885	Chicago	Ill.	Feb. 6, 1885	16.00
7207	Moline	do.	May 8, 1888	do	do.	May 12, 1888	3.55
97300	San José	Cal.	Oct. 15, 1888	Philadelphia	Pa.	Nov. 1, 1888	1.40
58193	Goshen	Ind.	Apr. 1, 18-9	St. Joseph	Mich.	Apr. 1, 1889	2.75
58231	do	do.	Apr. 3, 1889	do	do.	Apr. 3, 1889	4.00
58074	Texarkana	Ark.	May 31, 1889	Chicago	Ill.	June 11, 1889	5.00
13209	Lake Geneva	Wis.	Mar. 25, 1885	Independence	Iowa.	Apr. 11, 1885	25.00
B. 4718	Haddington	Eng.	June 18, 1889	San Francisco	Cal.	July 11, 1889	4.87
4032	Garner	Iowa.	Feb. 28, 1888	Belmond	Iowa.	Feb. 28, 1888	10.00
2111	Lake View	do.	Nov. 6, 1888	Sterling	Ill.	Nov. 27, 1888	100.00
13221	Chicago	Ill.	June 5, 1888	Hannibal	Mo.	June 6, 1888	15.00
2840	Fairfax	Vt.	Dec. 2, 1881	Grass Lake	Mich.	Dec. 10, 1881	20.00
33999	McKinney	Tex.	Nov. 29, 1886	Anstin	Tex.	Dec. 9, 1886	30.00
787	Howard	Dak.	Nov. 30, 1887	Milan	Mich.	Apr. 6, 1887	20.00
13353	St. Louis	Mich.	Nov. 7, 1881	Detroit	do.	Nov. 16, 1881	5.00
43068	Denver	Colo.	Dec. 29, 1888	New York	N. Y.	Jan. 2, 1889	3.00
4756	Kaukauna	Wis.	Feb. 21, 1889	Chicago	Ill.	Feb. 28, 1889	8.95
46680	Murphysborough	Ill.	May 27, 1887	East St. Louis	do.	May 31, 1889	7.00
45807	Hagerstown	Md.	Nov. 7, 1888	Muncie	Ind.	Nov. 12, 1888	7.75
71685	Danville	Ill.	Jan. 21, 1889	Seattle	Wash.	Feb. 9, 1889	60.00
30110	Houlton	Me.	May 27, 1889	Boston	Mass.	May 23, 18-9	15.00
26630	Indianapolis	Ind.	Sept. 21, 1884	Nyack	N. Y.	Oct. 11, 1884	4.50
4691	Dunlap	Kans.	Jan. 1, 1889	Brookfield	Ohio.	Jan. 15, 1889	5.00
	36 cases						729.45

(b) Orders issued after June 30, 1889.

B. 12216	Halifax	Eng.	Dec. 11, 1889	Cleveland	Ohio.	Dec. 28, 1889	\$9.74
4290	Whitcomb	Wash.	July 23, 1889	Seattle	Wash.	Aug. 8, 1889	16.00
10594	Bartow	Fla.	July 8, 1889	Toledo	Ohio.	Aug. 8, 1889	15.00
82726	Philadelphia	Pa.	Jan. 28, 1890	Chicago	Ill.	Feb. 10, 1890	50.00
5658	Flahkfl on the Hudson.	N. Y.	Mar. 11, 1890	Cincinnati	Ohio.	Mar. 20, 1890	30.00
29251	Oakland	Cal.	Aug. 28, 1889	San Francisco	Cal.	Aug. 28, 1889	5.00
20244	Lockhart	Tex.	Nov. 5, 1889	Anstin	Tex.	Nov. 15, 1889	15.00
23	Shelton	Wash.	Aug. 7, 1889	Seattle	Wash.	Nov. 14, 1889	6.75
584	Centerville	R. I.	Dec. 12, 1889	New York	N. Y.	Dec. 14, 1889	5.55
50408	Cleveland	Ohio.	Jan. 14, 1890	do	do.	Jan. 15, 1890	25.00
4431	Lovelady	Tex.	Oct. 14, 1889	Chicago	Ill.	Nov. 2, 1889	100.00
4432	do	do.	do.	do	do.	do.	45.00
169	New Decatur	Ala.	Feb. 17, 1890	Atlanta	Ga.	Feb. 21, 1890	4.00
Can. 14467	Kalamazoo	Mich.	Dec. 27, 1889	Pittsburgh	Pa.	Dec. 28, 1889	10.00
Can. 14467	Inverness	Que.	Jan. 21, 1890	Worcester	Mass.	Feb. 11, 1890	50.00
Can. 14467							13.74
	17 cases						450.78
	Total, 53 cases						1,180.23

C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

III.—CHARGED TO PAYING POSTMASTERS.

(a) Orders issued prior to July 1, 1889.

92035	New York	N. Y.	May 12, 1887	Philadelphia	Pa.	May 13, 1887	\$10.00
41000	Danville	Va.	Sept. 5, 1887	Winston	N. C.	Sept. 6, 1887	5.15
21291	Sacramento	Cal.	Mar. 4, 1887	San Francisco	Cal.	Mar. 5, 1887	60.00
34543	do	do	Apr. 21, 1888	do	do	Apr. 25, 1888	70.00
34765	do	do	May 4, 1888	do	do	May 7, 1888	100.00
35403	do	do	May 26, 1888	do	do	May 29, 1888	60.00
	Cuero	Tex.	Apr. 23, 1887	Mason	Tex.	May 3, 1887	15.00
19019	San Francisco	Cal.	July 24, 1888	San José	Cal.	July 25, 1888	100.00
31798	Kearney	Nebr.	Jan. 10, 1889	Omaha	Nebr.	Jan. 16, 1889	7.50
19602	Houma	La.	Mar. 8, 1889	New Orleans	La.	Mar. 11, 1889	27.50
83203	Rock Island	Ill.	Jan. 14, 1889	Denver	Colo.	Jan. 17, 1889	10.00
Can. 3624	Toronto	Can.	Apr. 2, 1889	Washington	D. C.	Apr. 4, 1889	24.70
14804	Flushing	N. Y.	May 29, 1889	Sta. G. New York	N. Y.	May 29, 1889	15.00
79273	Seattle	Wash.	Apr. 27, 1889	Kansas City	Mo.	May 7, 1889	4.90
37350	Corpus Christi	Tex.	July 7, 1889	Galveston	Tex.	Oct. 24, 1888	40.00
9161	Clarington	Ohio	Apr. 22, 1889	Cleveland	Ohio	May 9, 1889	3.00
4269	Mine La Motte	Mo.	May 29, 1889	Denver	Colo.	June 12, 1889	13.50
63631	Lima	Ohio	Mar. 31, 1889	Findlay	Ohio	Apr. 1, 1889	7.30
64413	do	do	May 21, 1889	do	do	May 31, 1889	11.04
9885	Bartow	Fla.	Mar. 20, 1889	Wabash	Ind.	Mar. 23, 1889	7.00
22106	Sta. C. San Francisco	Cal.	Oct. 4, 1887	Sacramento	Cal.	Oct. 11, 1887	25.00
B. 4444	Burnley	Eng.	May 30, 1889	Boston	Mass.	June 24, 1889	4.87
Ger. 5	Wattershausen	Ger.	Apr. 10, 1889	Seranton	Pa.	Apr. 24, 1889	42.00
5443	Tallasee	Ala.	May 24, 1889	Tuscogee	Ala.	May 24, 1889	3.00
Ger. 5778	Potadam	Prus.	Dec. 21, 1888	New York	N. Y.	Jan. 23, 1889	10.00
It. 4362	New York	N. Y.	July 3, 1885	West Chester	Pa.	July 9, 1885	38.16
	26 cases						714.53

(b) Orders issued after June 30, 1889.

88378	Richmond	Ind.	July 8, 1889	Cincinnati	Ohio	July 16, 1889	\$5.00
3353	Hegewisch	Ill.	July 12, 1889	do	do	July 15, 1889	20.00
11861	Montevallio	Ala.	Jan. 6, 1890	Gadsden	Ala.	Jan. 11, 1890	13.25
9045	Beaver City	Nebr.	Feb. 1, 1890	Red Cloud	Nebr.	Feb. 3, 1890	2.50
30629	Webster	Mass.	Jan. 28, 1890	Woonsocket	R. I.	Jan. 27, 1890	15.00
4796	Chicago	Ill.	Jan. 25, 1890	Manitou Springs	Colo.	Feb. 18, 1890	5.00
68923	New Castle	Pa.	Mar. 24, 1890	Station B, Philadelphia	Pa.	Mar. 26, 1890	15.00
8506	May	Mich.	Aug. 19, 1889	Port Huron	Mich.	Aug. 31, 1889	8.25
15466	Laclede	Mo.	Oct. 26, 1889	Cincinnati	Ohio	Nov. 4, 1889	38.00
42235	Valparaiso	Ind.	Aug. 26, 1889	Chicago	Ill.	Aug. 27, 1889	1.00
* I. 10778	Agnone	Italy	Oct. 12, 1889	Newark	N. J.	Oct. 29, 1889	42.00
5169	O'Neill	Nebr.	Nov. 8, 1888	Omaha	Nebr.	Nov. 11, 1889	20.00
3214	Islip	N. Y.	Dec. 4, 1889	Brooklyn	N. Y.	Jan. 13, 1890	8.00
45831	New York	N. Y.	July 20, 1889	Memphis	Tenn.	Aug. 9, 1889	18.81
Can. 6188	Ottawa	Canada	Oct. 5, 1889	Portland	Oregon	Oct. 14, 1889	50.00
25986	Jackson	Ohio	Aug. 16, 1889	Gallup	N. Mex.	Aug. 23, 1889	6.00
	16 cases						264.91
	Total, 42 cases						979.43

* Part of \$76.33.

IV.—CHARGED TO ISSUING POSTMASTER.

(a) Order issued prior to July 1, 1889.

Ger. 1118	Berlin	Wis.	Dec. 9, 1887	Osterode, Ost Preussen	Ger.		\$5.00
	1 case						5.00

V.—CHARGED TO DEPARTMENT.

(a) Orders issued prior to July 1, 1889.

7149	New York	N. Y.	July 30, 1887	New York	N. Y.	Aug. 2, 1887	\$262.53
7150							
7151							
7152							
7153							
7154							
7155	do	do	Feb. 10, 1889	Hartford	Conn.	Feb. 3, 1890	50.00
7156							
23787	9 cases						412.53

C.—Statement of money-orders alleged to have been improperly paid on a forged signature, etc.—Continued.

VI.—CHARGED TO PAYEE.

(a) Order issued prior to July 1, 1889.

4859	Matagorda	Tex.	May 18, 1886	Austin	Tex.	June 12, 1886	\$70.00
	1 case						70.00

VII.—UNSETTLED.

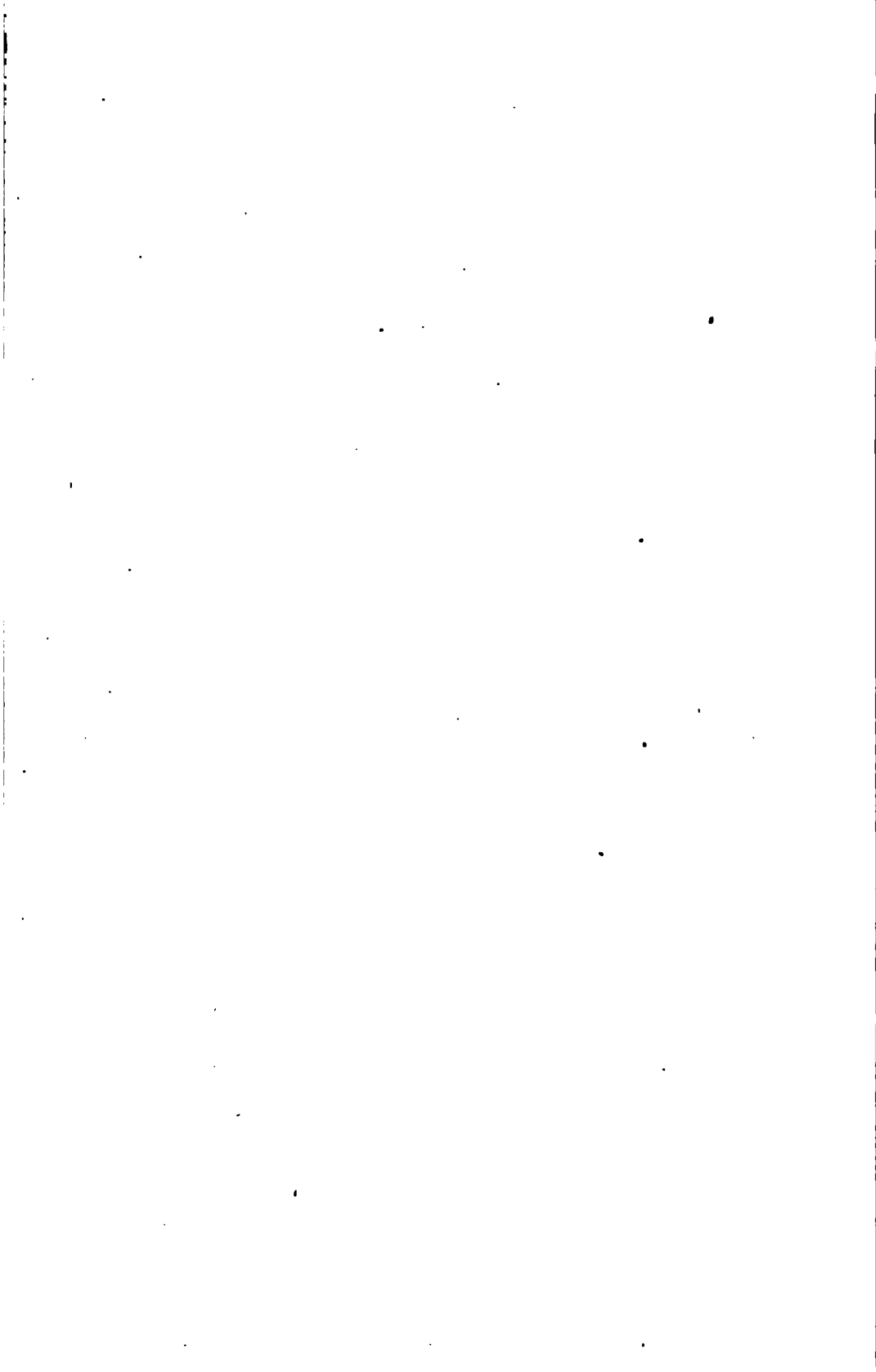
(a) Orders issued prior to July 1, 1889.

Can. 4450	Dundalk	Ont.	Apr. 11, 1877	Louisville	Ky.	Apr. 18, 1877	\$42.25
Can. 4451	do	do	do	do	do	do	42.25
Can. 4452	do	do	do	do	do	do	30.50
18092	Bodie	Cal.	Dec. 21, 1883	Virginia City	Nev.	Dec. 22, 1883	11.00
Can. 5155	Port Arthur	Ont.	Nov. 6, 1883	Port Huron	Mich.	Nov. 17, 1883	25.00
12349	Chestertown	Md.	June 14, 1882	Buffalo	N. Y.	July 21, 1882	20.00
11087	Lawler	Iowa	July 7, 1884	Jersey City	N. J.	July 11, 1884	30.00
742	Central City	Dak.	Jan. 8, 1881	Detroit	Mich.	Feb. 8, 1881	20.00
I 4642	New York	N. Y.	Oct. 2, 1885	New York	N. Y.	Dec. 17, 1885	47.70
I 4812	do	do	Nov. 23, 1885	do	do	Dec. 10, 1885	47.70
I 4813	do	do	do	do	do	do	28.62
41183	Cedar Falls	Iowa	June 1, 1886	Kimball	Dak.	June 7, 1886	6.00
37096	Boulder	Colo.	July 23, 1886	Denver	Colo.	July 30, 1886	4.75
31592	Station C, Wash- ington	D. C.	Aug. 25, 1886	Atlantic City	N. J.	Aug. 26, 1886	10.00
9300	Clinton	Ky.	Oct. 31, 1883	Frankfort	Ky.	Nov. 2, 1883	1.90
3068	Angus	Iowa	June 22, 1886	Poplar Bluff	Mo.	Aug. 2, 1886	9.90
16940	Silverton	Colo.	Feb. 24, 1886	Durango	Colo.	do	9.00
15606	Ennis	Tex.	Feb. 8, 1883	Coleman	Tex.	Feb. 13, 1883	50.00
10971	Boston	Mass.	Aug. 15, 1867	New Brunswick	N. J.	Aug. 17, 1887	50.00
19607	Woodlawn	Cal.	Feb. 21, 1887	Sacramento	Cal.	Feb. 21, 1887	100.00
68375	Key West	Fla.	Nov. 15, 1886	Monticello	N. Y.	Nov. 20, 1886	10.00
17221	New York	N. Y.	Aug. 28, 1885	North Div. Station, Chicago	Ill.	Apr. 24, 1886	18.00
10901	Rockwood	Tenn.	May 12, 1887	Chattanooga	Tenn.	May 17, 1887	2.25
G. 76007	New York	N. Y.	Nov. 15, 1886	New York	N. Y.	Dec. 10, 1886	22.41
42763	Sta. L. New York	do	do	Rochester	do	do	13.00
68863	Leadville	Colo.	Aug. 6, 1887	Pittston	Pa.	Aug. 15, 1887	20.00
73949	Philadelphia	Pa.	Feb. 4, 1888	Columbia	Tenn.	Feb. 7, 1888	100.00
975	Glendale	Mont.	June 10, 1884	Butte City	Mont.	June 19, 1884	20.00
6865	Burnet	Tex.	June 19, 1888	El Paso	Tex.	June 22, 1885	30.00
8796	Lander	Wyo.	Dec. 9, 1887	Pittsburgh	Pa.	Dec. 15, 1887	8.50
1027	Dripping Springs	Tex.	July 7, 1888	Dallas	Tex.	July 10, 1888	19.85
88481	New York	N. Y.	July 21, 1888	Kingston	Pa.	do	30.41
51556	Junction City	Kans.	Dec. 10, 1887	Kansas City	Mo.	Dec. 11, 1888	17.00
56157	Mahoney City	Pa.	Dec. 27, 1888	New York	N. Y.	Dec. 31, 1888	25.00
81168	Meriden	Conn.	Aug. 21, 1888	Fort Madison	Iowa	Sept. 26, 1888	10.00
66	Redfield	Kans.	Dec. 17, 1888	Ulysses	Kans.	Dec. 21, 1888	4.18
B. 444	Notting Hill, High street, London	Eng.	July 2, 1887	Chicago	Ill.	Jan. 9, 1888	4.75
96579	Memphis	Tenn.	Nov. 30, 1888	Memphis	Tenn.	Apr. 6, 1889	10.00
6544	Ada	Minn.	Dec. 8, 1888	Ada	Minn.	Feb. 19, 1889	32.70
57817	Oxford	Miss.	Dec. 10, 1888	Holly Springs	Miss.	Dec. 11, 1888	10.00
7931	Paris	Ark.	Jan. 18, 1886	Syracuse	N. Y.	Jan. 27, 1886	100.00
20826	Gadsden	Ala.	June 20, 1887	Savannah	Ga.	Mar. 21, 1888	25.00
42612	Bozeman	Mont.	Oct. 30, 1888	Browning	Mo.	Nov. 17, 1888	100.00
42613	do	do	do	do	do	do	10.00
26358	Canyon City	Oregon	July 8, 1887	La Grande	Oregon	May 11, 1888	100.00
26359	do	do	do	do	do	do	100.00
2427	Viola	Wis.	Jan. 19, 1889	Boston	Colo.	Jan. 25, 1889	10.00
6712	Andenried	Pa.	July 18, 1888	Pittston	Pa.	Aug. 10, 1888	30.00
45324	Washington	D. C.	Dec. 11, 1888	Garnett	Kans.	Dec. 15, 1888	24.18
9031	Mandan	Dak.	Oct. 30, 1888	Minneapolis	Minn.	Nov. 2, 1888	40.00
13420	Way Cross	Ga.	Sept. 26, 1888	Camilla	Ga.	Oct. 3, 1888	4.10
1908	Georgetown	N. Mex.	Jan. 3, 1889	El Paso	Tex.	Jan. 21, 1889	12.50
2461	Bavaria	Kans.	Nov. 7, 1889	Fort Smith	Ark.	Jan. 8, 1889	10.00
18305	Rawlins	Wyo.	Nov. 30, 1887	Laramie City	Wyo.	Dec. 17, 1887	6.00
18015	Lauderdale Station London	Miss.	Dec. 18, 1888	Meridian	Miss.	Dec. 20, 1888	6.30
89583	Waterbury	Conn.	Mar. 21, 1888	Portland	Oregon	July 3, 1888	9.95
6364	Colony	Kans.	Jan. 28, 1889	Topeka	Kans.	Feb. 4, 1889	3.75
8490	Tiptonville	Tenn.	Feb. 28, 1889	Pueblo	Colo.	Mar. 6, 1889	40.00
51004	Albany	Ga.	Apr. 28, 1889	Columbia	S. C.	Apr. 30, 1889	5.00
24166	Denver	Colo.	June 22, 1888	Denver	Colo.	Oct. 17, 1888	25.00
It 10429	New York	N. Y.	June 17, 1889	Lowville	N. Y.	Aug. 12, 1889	47.40
	61 cases						1,703.98

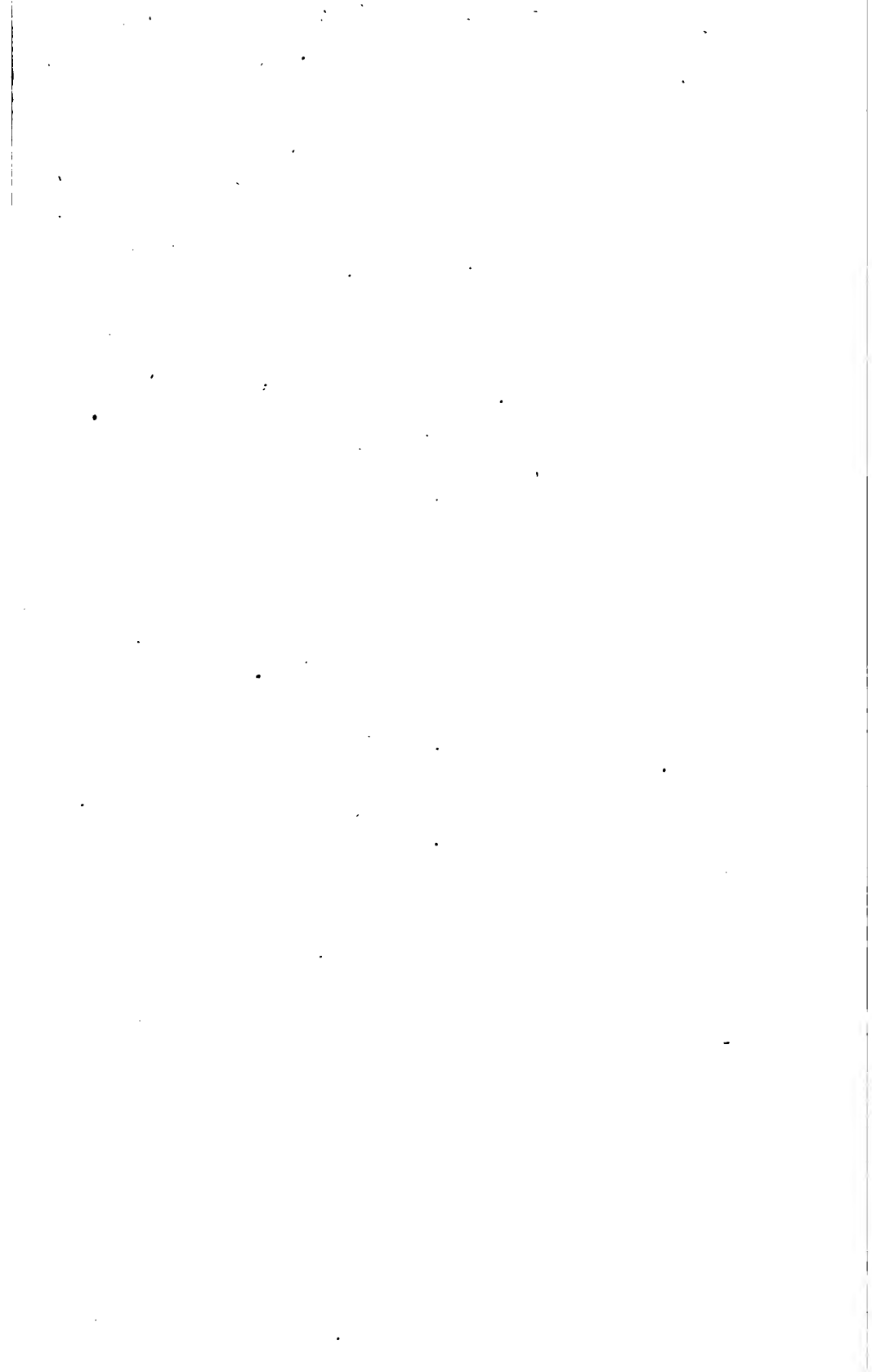
MONEY-ORDER SYSTEM—REPAID INTERNATIONAL ORDERS. 983

E.—Detailed statement of repayment of international money-orders authorized during the fiscal year ended June 30, 1890.

Country.	Orders issued in United States.	Orders issued in foreign countries.	Total.	Country.	Orders issued in United States.	Orders issued in foreign countries.	Total.
Canada.....	529	730	1,259	Windward Islands.....		13	13
Great Britain.....	1,060	989	2,049	Japan.....	6	17	23
Germany.....	615	328	941	Cape Colony.....	1	4	5
Switzerland.....	142	56	198	Hawaii.....	8	24	32
Italy.....	148	50	198	Queensland.....	2	8	10
France.....	247	166	413	Norway.....	26	9	35
Sweden.....	60	17	77	Netherlands.....	8	6	14
New Zealand.....	9	31	40	Denmark.....	32	11	43
New South Wales.....	28	26	49	Newfoundland.....	7	8	15
Victoria.....	14	14	28	Other countries.....	17		17
Belgium.....	24	17	41				
Jamaica.....	2	18	20				
Tasmania.....		5	5				
				Total.....	2,980	2,545	5,525



REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
FOR
1890.



REPORT

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., November 5, 1890.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1890.

From Table (A) immediately following, showing the weights of the mails dispatched by sea to foreign countries, and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	327,020,401=	721,080
Other articles.....	1,636,731,539=	3,608,993

Total 4,330,073

Of which the mails for transatlantic destinations comprised:

	Grams.	Pounds.	Per cent.
Letters and post cards	292,649,410=	645,292	(89.49)
Other articles.....	1,194,356,584=	2,633,556	(72.97)

Total..... 3,278,848

And that of the transatlantic mails, the mails for Great Britain, consisted of:

	Grams.	Pounds.	Per cent.
Letters and post cards.....	126,596,437=	279,145	(43.26)
Other articles.....	596,789,902=	1,315,922	(49.97)

Total..... 1,595,067

The mails for Germany:

	Grams.	Pounds.	Per cent.
Letters and post cards.....	59,820,087=	131,903	(20.44)
Other articles.....	242,688,027=	535,127	(20.32)

Total..... 667,030

The mails for France:

	Grams.	Pounds.	Per cent.
Letters and post cards.....	20,004,405=	44,110	(6.84)
Other articles.....	97,902,281=	215,874	(8.20)

Total..... 259,984

with each of which countries there is direct steam-ship communication, leaving as the weights of the mails for all other transatlantic destinations—

	Grams.	Pounds.	Per cent.
Letters and post cards.....	86,228,481=	190,134	(29.46)
Other articles.....	256,976,374=	566,633	(21.52)

Total..... 756,767

A.—Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1890. (Where the percentage is not stated it was ascertained to be less than one-half of 1 per cent.)

TRANSATLANTIC SERVICE.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Great Britain.....	126,506,437	43.26	506,789,902	49.97
Germany.....	59,820,087	20.44	242,688,027	20.32
France.....	20,004,405	6.84	97,902,281	8.20
Sweden.....	19,196,430	6.56	57,094,962	4.78
Italy.....	14,798,710	5.06	48,710,710	4.68
Austria.....	12,911,257	4.41	29,184,042	2.44
Russia.....	10,073,970	3.44	13,762,135	1.15
Norway.....	8,995,522	3.07	18,328,145	1.53
Switzerland.....	5,326,642	1.82	26,515,175	2.22
Denmark.....	4,626,106	1.58	10,740,154	1.00
Netherlands.....	3,677,559	1.26	13,640,825	1.14
Belgium.....	2,955,835	1.01	17,070,988	1.43
Spain.....	1,588,660	.54	12,057,690	1.01
Portugal.....	1,087,985	.....	3,053,010	.....
Turkey.....	989,405	.34	8,818,510	.57
Totals.....	292,649,410 =646,292 lbs.	.....	1,194,356,584 =2,633,556 lbs.	.....

TRANSPACIFIC AND MISCELLANEOUS SERVICE.

Japan.....	3,289,574	9.57	86,856,960	8.23
Hong Kong.....	1,637,890	4.77	5,879,748	1.33
United States consul, Shanghai.....	673,332	1.96	12,368,316	2.80
Cochin-China.....	4,920	.....	75,092	.....
Java.....	6,874	.....	57,296	.....
Manila.....	57,742	.....	1,222,131	.....
Singapore.....	22,713	.....	571,459	.....
Siam.....	5,925	.....	152,671	.....
Australian Colonies.....	2,903,274	8.45	85,485,360	19.32
Hawaiian Kingdom.....	2,163,812	6.30	28,181,402	6.37
Samoa.....	103,976	.....	1,551,697	.....
Tahiti.....	77,977	.....	1,261,937	.....
New Caledonia.....	7,520	.....	132,979	.....
Marquesas and Marshall Islands.....	10,677	.....	160,255	.....
Cuba.....	3,977,016	11.57	39,442,017	8.92
Porto Rico and St. Thomas, via Cuba.....	175,710	.51	2,701,640	.61
Porto Rico, direct.....	257,370	.75	1,561,230	.35
Bahamas.....	296,424	.86	3,522,391	.80
Bermuda.....	768,485	2.24	7,964,265	1.80
Jamaica.....	776,930	2.26	9,055,602	2.05
Hayti.....	564,565	1.64	4,522,195	1.04
San Domingo.....	180,220	.52	3,255,975	.74
Turks Islands.....	28,655	.....	280,000	.....
Windward Islands.....	1,427,891	4.15	14,587,750	3.30
Brazil.....	1,226,803	3.57	18,439,095	4.17
Uruguay.....	204,720	.60	3,570,622	.81
Argentine Republic.....	793,220	2.31	17,119,759	3.87
Paraguay.....	13,848	.....	367,020	.....
Mexico.....	1,656,693	4.82	14,961,802	3.34
British Honduras.....	242,215	.70	2,809,578	.52
Costa Rica.....	590,340	1.72	6,631,699	1.50
Guatemala.....	844,195	2.46	10,740,890	2.43
Nicaragua.....	716,132	2.08	7,671,867	1.73
Republic of Honduras.....	500,964	1.46	5,273,471	1.19
Salvador.....	438,975	1.28	6,409,461	1.45
Venezuela.....	1,299,395	3.78	17,135,535	3.67
Curaçoa.....	359,365	1.05	2,733,495	.62
Republic of Columbia.....	1,383,457	4.08	20,980,566	4.73
Bolivia.....	74,095	.....	1,947,810	.....
Ecuador.....	877,473	1.10	4,581,849	1.04
Peru.....	764,326	2.22	12,967,996	2.94
Chili.....	816,119	2.37	19,037,970	4.30
British Colombia.....	1,069,565	3.11	7,923,466	1.79
Nova Scotia.....	1,475,970	4.30	.....	.....
Newfoundland.....	75,210	.....	615,906	.....
St. Pierre and Miquelon.....	7,228	.....	20,770	.....
British Guiana.....	2,140	.....	2,440	.....
Dutch Guiana.....	6,620	.....	6,160	.....
Azores Islands.....	12,470	.....	24,470	.....
Totals.....	34,370,691 =75,788 lbs.	.....	442,374,996 =975,437 lbs.	.....
Aggregate.....	327,020,401 =721,080 lbs.	.....	1,636,731,539 =3,608,993 lbs.	.....

A comparison of the foregoing table with the similar table furnished with the report for last year, shows the weight of the mails to have increased as follows, viz:

	1890.		1889.		Increase.		
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Percent.</i>
Transatlantic:							
Letters and post-cards.	292,649,410	645,292	278,288,824	613,637	14,360,586	31,665	5.16
Other articles ...	1,194,356,584	2,633,556	1,150,992,404	2,537,938	43,364,180	95,618	3.77
Other destinations:							
Letters and post-cards.	34,370,991	75,788	31,521,372	69,504	2,849,619	6,284	9.04
Other articles ...	442,374,955	975,437	403,983,101	890,783	38,391,854	84,654	9.51
Aggregate:							
Letters and post-cards.	327,020,401	731,080	309,810,196	683,131	17,210,205	37,949	5.56
Other articles ...	1,636,731,539	3,608,993	1,554,975,505	3,428,721	81,756,034	180,272	5.26

The following table (B) shows the weights of the mails conveyed, and the amount of compensation received, by each of the different lines of steamers, as well as which are of United States and which of foreign registry; and table (C) shows the weights of the foreign closed-mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance.

B.—Statement showing the net weights of the United States mails conveyed, and the rate and amount of compensation received therefor, by the steamers appointed to transport the mails to foreign countries.

(1) Vessels of United States registry receive \$1.60 per pound for letters and post-cards, and 8 cents per pound for other articles. (2) Vessels of foreign registry, 5 francs per kilogram (about 41 cents per pound) for letters and post-cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[2.205 pounds=1 kilogram.]

Transatlantic service.

Name of line.	Registry.	Letters.	Prints.	Compensation.
		<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd.....	(2) Foreign.....	127,872,239	498,964,843	\$171,546.81
Cunard (New York).....	do.....	63,649,004	267,386,072	87,224.05
Hamburg-American.....	do.....	14,586,179	65,787,038	20,424.11
Inman and International.....	do.....	30,853,049	122,887,567	41,631.84
Liverpool and Great Western.....	do.....	16,131,309	73,014,406	23,612.60
White Star.....	do.....	20,439,226	76,499,033	27,106.00
General Transatlantic.....	do.....	18,050,700	83,150,450	25,442.94
Anchor.....	do.....	171,494	425,200	206.52
Cunard (from Boston).....	do.....	878,630	6,234,153	1,449.48
Netherlands Steam Navigation Company*.....	do.....	8,170	2,090	3.24
Red Star*.....	do.....	8,311	1,845	19.95
Thingvall.....	do.....	950	3,575	1.28
American.....	(1) United States.....	155	312	.60
Totals.....		292,649,410	1,194,356,584	397,669.40

*Settled for in account of balances due foreign countries.

Transpacific service.

VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Oceanic: San Francisco to Australian Colonies*†	3,816,508	8,415	98,664,454	217,555	\$48,000.00
Pacific Mail: San Francisco to Japan, etc.	2,765,053	6,096	27,282,155	60,157	14,567.67
Pacific Mail: Inward	122,508	270	281,298	620	481.83
Totals	6,704,069	14,781	126,227,907	278,332	61,049.50

* Compensation at \$30,000 per annum, less \$1,000 for each trip performed by a foreign steamer.

† Four trips by foreign vessels under above payments.

VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Occidental and Oriental: San Francisco to Japan, etc.	3,202,023	84,112,875	154,018	22.98	\$6,381.84
Occidental and Oriental: Inward	105,593	261,559	127.14		
Oceanic: San Francisco to Hawaii direct.	1,093,768	12,495,627	2,261.32		
Oceanic: Inward (Australian colonies to San Francisco)*	201,645	268.86			
Totals	4,603,029	46,870,061	9,039.16		

* Paid at 2 cents per letter-rate.

Miscellaneous service.

VESSELS OF UNITED STATES REGISTER (1).

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific Mail: New York to Colombia, etc.	3,843,055	8,473	66,849,727	154,018	\$25,855.16
Pacific Mail: San Francisco to Colombia	638,906	1,408	4,245,619	9,361	3,001.33
Pacific Mail: Inward service*	1,149*				22.98
Pacific Coast: San Francisco to British Columbia†	378,184	833	7,923,466	17,471	356.30
Pacific Coast: San Francisco to Mexico	166,683	367	2,296,700	5,064	993.20
Oregon Short Line and Utah Northern Railway: San Francisco to Victoria, B. C.†	691,381	1,524			606.25
Clyde: New York to Hayti and San Domingo	261,630	576	3,984,530	8,785	1,625.89
People's: New York to Hayti	3,440	7	57,235	126	22.25
Red "D": New York to Venezuela and Dutch West Indies	1,648,510	3,634	21,067,675	46,454	9,532.27
New York and Cuba Mail: New York to Cuba	126,365	278	645,650	1,423	559.70
New York and Cuba Mail: New York to Mexico	278,330	618	2,477,455	5,462	1,418.98
Morgan: New Orleans to Cuba	28,300	62	66,528	146	111.58
Morgan: New Orleans to Central America	237,303	523	2,486,961	5,483	1,275.90
Morgan: New Orleans to Mexico	8,669	19	6,073	13	31.65
U. S. and Brazil Mail: New York to Brazil, etc.	1,516,725	3,344	24,982,225	55,041	9,754.34
J. J. Philbrick: Key West to Bahamas	5,560	12	5,525	12	20.55
Oteri's Pioneer: New Orleans to Republic of Honduras	22,508	49	213,221	470	117.01
Royal Mail: New Orleans to Central America	762,792	1,682	6,869,657	14,645	3,814.75
Total	10,619,479	23,404	146,658,347	323,374	59,120.09

* 1,149 letters—not grams.

† Compensation, 1 cent per letter.

VESSELS OF FOREIGN REGISTER (2).

Name of line.	Letters.	Prints.	Compensation.
Red "D": New York to Venezuela, Dutch West Indies, and Colombia.....	<i>Grams.</i> 85, 100	<i>Grams.</i> 527, 215	\$183. 00
Spanish Transatlantic: New York to Cuba, Colombia, and Venezuela.....	38, 335	1, 075, 875	160. 09
Trinidad: New York to Venezuela and Windward Islands.....	178, 510	2, 233, 410	387. 79
J. E. Ward & Co.: New York for Argentine Republic, Uruguay and Paraguay.....	127, 735	2, 507, 380	365. 22
New York and Porto Rico: New York to Porto Rico.....	94, 135	657, 155	151. 26
Earn: Philadelphia to West Indies and South America.....	125, 913	2, 250, 447	338. 68
Booth: New York to Brazil.....	109, 655	877, 925	190. 54
Costa Rica and Honduras: New Orleans to Costa Rica, etc.....	397, 823	4, 884, 218	855. 23
New Orleans and Central American: New Orleans to Republic of Honduras.....	35, 588	360, 069	69. 09
Red Cross: New York to Brazil.....	108, 479	856, 953	187. 37
Honduras and Central American: New York to Central America.....	254, 435	3, 723, 171	664. 82
Sloman's Brazil: New York to Brazil, etc.....	384, 791	7, 106, 206	1, 059. 00
Atlas: New York to Hayti, Jamaica, etc.....	1, 146, 370	10, 232, 355	2, 083. 67
Anchor: New York to Jamaica, etc.....	278, 180	3, 449, 835	601. 35
Theband: New York to Mexico and Venezuela.....	15, 420	337, 270	47. 42
Coleman: Key West to Nassau, Bahamas.....	7, 039	2, 856	7. 08
Winchester & Co.: New York to Brazil, etc.....	83, 847	1, 475, 703	223. 32
Barber & Co.: New York to Brazil, etc.....	82, 882	1, 917, 974	265. 07
Royal Mail: New Orleans to Central America.....	131, 995	1, 482, 392	270. 43
Atlantic and West India: New York to the Windward Islands.....	19, 609	151, 140	33. 50
Quebec: New York to Bermuda and Windward Islands.....	1, 578, 775	16, 416, 230	3, 167. 69
Hamburg-American: New York to Hayti and Colombia, etc.....	38, 610	498, 100	85. 33
Busk & Jevons: New York to La Plata countries.....	20, 419	336, 980	52. 21
Camora & Co.: New Orleans to Republic of Honduras.....	10, 048	32, 206	12. 80
People's: New York to Hayti.....	7, 355	75, 035	15. 38
Taurus: New York to Porto Rico.....	163, 235	904, 075	244. 77
Lord & Austin: New York to Mexico, etc.....	2, 420	24, 990	4. 75
Headley: New Orleans to Honduras and Colombia.....	38, 532	315, 208	68. 56
Boston, Halifax and Prince Edward's Island: Boston to Nova Scotia.....	922, 105	.....	723. 50
Yarmouth: Boston to Nova Scotia.....	553, 865	.....	489. 76
Alejandro: San Francisco to Mexico.....	3, 481	106, 709	13. 66
Oteri: New Orleans to Republic of Honduras.....	28, 833	235, 597	48. 66
New York and Cuba Mail: New York to Bahamas*.....	262, 340	3, 121, 040	584. 34
Royal Dutch West India Mail: New York to Hayti and Windward Islands*.....	177, 565	1, 650, 940	330. 66
Total.....	7, 514, 406	69, 626, 759	13, 798. 90

* Settled for in account of balances due foreign countries.

C.—Statement showing the net weights of the closed-mails of foreign origin forwarded, and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post-cards, and 50 centimes per kilogram for other articles.]

TRANSATLANTIC SERVICE.

Name of line.	Letters.	Prints.	Compensation.
North German Lloyd.....	<i>Grams.</i> 10, 759, 743	<i>Grams.</i> 36, 552, 360	\$13, 910. 46
Cunard.....	6, 526, 395	20, 063, 170	8, 234. 07
Inman.....	3, 934, 988	11, 818, 162	4, 937. 72
White Star.....	2, 321, 081	8, 810, 879	3, 090. 09
Liverpool and Great Western.....	2, 143, 619	6, 430, 877	2, 639. 17
Hamburg-American.....	795, 398	2, 711, 274	1, 029. 20
Anchor.....	17, 511	46, 743	21. 31
Total.....	26, 498, 735 =58, 430 lbs.	86, 432, 465 =190, 584 lbs.	33, 912. 02

MISCELLANEOUS SERVICE.

C.—Statement showing the net weights of the closed-mails of foreign origin forwarded, and the amounts paid by this Department, etc.—Continued.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
New York and Cuba Mail.....	135,548	2,671,848	388.64
Pacific Mail.....	153,864	1,683,608	310.95
Red "D" Line.....	68,344	765,639	139.83
Quebec Steamship Company.....	13,167	81,456	20.57
Morgan.....	15,200	13,747	16.60
Clyde.....	3,682	75,166	10.81
Atlas.....	8,613	17,625	10.01
Hamburg-American.....	3,426	23,620	5.58
Honduras and Central American.....	2,518	8,201	2.94
Anchor.....	1,451	13,950	2.74
United States and Brazil Mail.....	1,253	1,893	1.24
Christall's Line.....	623	2,412	.83
Royal Dutch West India Mail*.....	5,360	56,850	10.66
Total.....	413,049 =911 lbs.	5,412,615 =11,935 lbs.	920.99

* Settled for in account of balances due foreign countries.

COST OF THE SERVICE.

The sums reported for payment on account of the sea transportation of the mails dispatched to and received from foreign countries during the fiscal year, including the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments, as follows, viz:

To France, for services of steamers of the General Transatlantic Line from New York to Havre.....	\$25,442.94
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp.....	19.95
To the Netherlands, for services of steamers of the Netherlands Steam Navigation Company from New York to Amsterdam and Rotterdam....	3.21
To the Bahamas, for services of steamers of the New York and Cuba Mail Steamship Company from New York to Nassau, N. P.....	554.34
And also paid to the Panama Railway Company for transporting by railway, from Colon to Panama, the United States mails for the West Coast of Central and South America.....	11,113.39
Amounted to \$551,790.44, distributed as follows:	
Transatlantic service.....	397,669.40
Transpacific:	
Vessels of United States register.....	\$61,049.50
Vessels of foreign register.....	9,039.16
	70,088.66
Miscellaneous service (Canada, Mexico, Central and South America, and the West India Islands):	
Vessels of United States register.....	\$59,120.99
Vessels of foreign register.....	13,798.90
	72,919.89
The Panama Railway Company.....	11,113.39
	\$551,790.44

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid to steam-ship companies for the sea conveyance from the United States of closed-mails of foreign origin.....	\$34,532.92
Amount paid to foreign countries for the intermediary transit of closed-mails of United States origin.....	102,107.55
And for open-mail matter of United States origin.....	23,011.75
The expense of the United States postal agency at Shanghai.....	1,933.10
And this Department's share of maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal l'Union Postale.....	713.14

Making the aggregate cost of the service.....	\$720,298.90
From this aggregate must be deducted the amount received by this Department for the intermediary transit of closed-mails of foreign origin (including \$54,963.19 received for the transcontinental transportation between New York and San Francisco, of closed-mails passing between Great Britain and the Australasian colonies).....	\$110,870.48
For the intermediary transit of open-mail matter of foreign origin.....	35,301.74
And the amount collected as box-rents at the United States postal agency at Shanghai.....	244.00
	146,416.22

Leaving the actual net cost of the service..... \$573,882.68

From the postmasters' reports which form the basis of Table D, it appears that of the aggregate sum of \$2,655,108.69 estimated in said Table to have been received by this Department as postage on articles exchanged with all foreign countries, the postage collected on the articles exchanged with foreign countries, *other than Canada and Mexico*, amounted to \$2,015,699.97, or nearly four times the net cost of the service, *exclusive* of the cost of transporting the articles between the United States *exchange* post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year, as above stated, is *only an estimate*, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently may be accepted as approximately correct; so that it may safely be assumed that, even after adding the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this Office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1891-'92.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1892, are as follows, viz:

For the sea transportation of the mails, including foreign closed-mails; the railway transit across the Isthmus of Panama; the cost of maintaining the United States postal agency at Shanghai, and for contingencies, including casualties.....	\$710,000.00
For balances due foreign countries, including the United States' share of the expenses of the International Bureau of the Universal Postal Union, and for this Department's subscription for the monthly journal (L'Union Postal) of that Bureau, and for contingencies.....	160,000.00
For the expense of maintaining international sea post-offices on steamers plying between New York and Bremen and Hamburg via England..	42,990.00

\$912,990.00

The foregoing estimate is based upon the percentage of increase of the business of this fiscal year over that of the fiscal year ended June 30, 1889, as follows, viz:

Paid to vessels of United States register during 1889.....	\$109,829.14	
Paid to vessels of United States register during 1890.....	120,170.19	
Increase (9.42 per cent.) during 1890.....	10,341.05	
Cost, at the same rate of increase, for the year 1891.....	131,490.22	
Cost, at the same rate of increase, for the year 1892.....		\$143,876.60
Paid to vessels of foreign register during 1889.....	386,582.51	
Paid to vessels of foreign register during 1890.....	420,506.86	
Increase (8.77 per cent.) during 1890.....	33,924.35	
Cost, at the same rate of increase, for the year 1891.....	457,385.31	
Cost, at the same rate of increase, for the year 1892.....		497,498.00
Cost on transporting foreign closed-mails during 1889.....	30,144.38	
Cost of transporting foreign closed-mails during 1890.....	34,832.92	
Increase (15.56 per cent.) during 1890.....	4,688.54	
Cost, at the same rate of increase, for the year 1891.....	40,249.44	
Cost, at the same rate of increase, for the year 1892.....		46,508.23
Paid Panama Railroad Company during 1889.....	8,969.49	
Paid Panama Railroad Company during 1890.....	11,113.39	
Increase (23.63 per cent.) during 1890.....	2,123.90	
Cost, at the same rate of increase, for the year 1891.....	13,739.48	
Cost, at the same rate of increase, for the year 1892.....		16,986.12
Cost of the postal agency at Shanghai during 1889.....	1,911.84	
Cost of the postal agency at Shanghai during 1890.....	1,953.10	
Increase (2.16 per cent.) during 1890.....	41.26	
Cost, at the same rate of increase, for the year 1891.....	1,995.29	
Cost, at the same rate of increase, for the year 1892.....		2,038.39
For contingencies, including casualties.....		3,092.66
Total on account of transportation of mails.....		\$710,000.00
The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days once every three years. The expenses for the fiscal year ending June 30, 1892, will be determined by the statistics taken in May, 1890; but as those statistics have not yet been tabulated, and cannot be until returns have been received from all the countries interested, the statistics of November, 1887, have been taken as a basis for this estimate; and upon the assumption that the expenses of intermediary transportation have increased in the same ratio as the expense for the sea conveyance of the United States mails, it is found that the annual charge against this Department will probably be.....	\$156,000.00	
For the United States' share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal L'Union Postale.....		
For contingencies, including casualties.....	1,000.00	
	3,000.00	
Total on account of balances due foreign countries.....		\$160,000.00
The estimate for sea post-offices is based upon the assumption that the steamers having post-offices on board will make 140 round trips during the year, and that the offices will require at least 15 employés in the aggregate. The expense of transporting each of these 15 employés will be \$178.50 per round trip.....	\$24,990.00	
And the salaries of the employés are estimated at \$1,200 each per annum.....		
	18,000.00	
		42,990.00
Total estimate.....		\$912,990.00

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1889, and April, 1890, respectively; the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of 52 weeks, or one year.

The data thus obtained can not be considered as accurate; but it may be assumed to be approximately correct, and furnishes the only information attainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland and the postage collected thereon are embraced in the figures given in Statement D, while the weights of the mails dispatched and the cost of the service as heretofore stated do not include the weights of those overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1890, based upon the count of such matter exchanged during seven days of October, 1889, and seven days of April, 1890, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of September 11, 1885; and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters.....	46,641,574	44,513,146	91,154,720	2,128,428	
Unpaid and short-paid letters....	1,006,046	2,303,426	3,309,472		1,297,380
Postal cards.....	1,918,362	1,923,984	3,842,346		5,622
Postal cards with paid reply.....		5,876	5,876		
Articles of printed matter.....	42,175,336	47,203,928	89,379,264		5,028,592
Commercial papers.....	19,292	37,440	56,732		18,148
Packages of samples of merchandise.....	523,828	665,716	1,189,544		141,888
Letters free of postage.....	141,160	104,964	246,124	36,196	
Other articles free of postage.....	10,098	5,276	15,376	4,820	
Registered letters.....	800,642	918,452	1,719,094		117,810
Other articles registered.....	62,630	432,582	495,212		369,952
Total.....	93,298,968	98,114,792	191,413,760		
Demands for return receipts.....	26,334	80,652	56,986		4,318
Postage prepaid on letters.....	\$1,917,792.16		\$1,917,792.16		
Postage prepaid on postal cards.....	23,640.83		23,640.83		
Postage prepaid on other articles.....	482,010.28		482,010.28		
Postage due on letters.....	51,734.14	\$230,259.76	281,993.90		\$178,525.62
Postage due on other articles.....	3,144.83	1,405.66	4,550.29	\$1,738.97	

The mails for transatlantic destinations have been assigned to steamers for their conveyance upon the plan that has been in vogue for many years; that is to say, in the case of two steamers leaving New York for Great Britain at about the same time the mails have been assigned invariably to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London.

The record upon which these assignments are made is based upon "trip reports" made to this Office by the agents of the vessels upon the termination of each voyage, in connection with statements furnished weekly by the British Office showing the exact time of the arrival of the mails at the London post-office.

The following Table (E) shows the average time occupied in the transit of the mails from New York to London and Paris, respectively:

E.—Number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the transatlantic steam-ship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1890, as shown by the records of this Office.

Lines and steamers.	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.	
	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Quick-est trip.
		Hours.		Hours.		Hours.		Hours.		Hours.
Hamburg-American (New York to London via Plymouth and Southampton):										
Columbia.....	2	179.5	2	178.0			3	177.0	7	178.0
Normannia.....							1	181.1	1	181.1
Augusta-Victoria.....	3	185.9	2	188.0			3	184.8	8	186.0
Hammonia.....	1	235.5	2	232.8					3	232.7
Wieland.....			1	250.5					1	250.5
Gallert.....	1	261.1							1	261.1
Inman (New York to London via Queenstown):										
City of Paris.....	3	180.7	4	174.7	2	188.9			9	179.9
City of New York.....	2	180.3	2	190.0			2	182.6	6	184.3
City of Berlin.....	1	251.5							1	251.5
City of Richmond.....							1	255.3	1	255.3
City of Chicago.....	1	252.2			2	252.8	2	256.6	5	259.4
White Star (New York to London via Queenstown):										
Teutonic.....	1	186.3	2	187.8	1	183.0	4	184.8	8	185.4
Majestic.....							3	188.9	3	188.9
Germanic.....	3	219.3	3	214.4	3	215.2	1	214.7	10	216.1
Britannic.....					1	219.4	2	216.0	3	217.1
Adriatic.....	1	238.2	2	227.1	3	241.2	1	250.1	7	238.0
Celtic.....	2	249.9			2	236.4			4	242.1
North German Lloyd (New York to London via Southampton):										
Lahn.....	3	186.8	4	181.2	2	190.2	3	188.0	12	185.8
Trave.....	3	194.8	3	197.2	2	199.9	4	198.8	12	197.6
Naale.....	3	198.3	3	202.8	3	204.1	3	202.6	12	201.9
Aller.....	3	204.4	3	199.4	3	204.2	3	202.7	12	202.7
Eider.....	3	202.5	2	209.8	3	208.0	3	208.2	11	206.9
Fulda.....	3	203.0	2	208.3	3	210.4	3	209.3	11	207.7
Werra.....	3	201.7	3	205.5	3	213.8	3	209.0	12	208.3
Ems.....	3	204.7	3	208.2	2	212.0	3	211.1	11	208.7
Elbe.....	3	213.7	1	214.5			4	217.6	8	215.7
Kaiser Wilhelm II.....	1	218.6							1	218.6
Cunard (New York to London via Queenstown):										
Etruria.....	3	187.9	3	187.9	2	185.4	3	187.8	11	187.4
Umbria.....	4	192.6	3	196.8	2	198.3	3	189.0	12	193.7
Aurania.....	3	210.5	3	206.1	2	207.3	3	207.5	11	207.9
Servia.....	3	213.3	4	207.7	2	212.0	3	215.6	13	211.8
Gallia.....	2	238.8	1	217.3	3	238.8			6	235.2
Bothnia.....					2	257.8			2	257.8
Anchor (New York to London via Queenstown):										
City of Rome.....	3	207.1					1	208.0	4	206.1
Guion (New York to London via Queenstown):										
Alaska.....	2	208.6	3	201.0			2	214.7	7	207.1
Arizona.....	3	221.2	2	223.7			1	222.0	6	222.2
Nevada.....					1	256.4			1	256.4
Wisconsin.....	1	264.9			1	264.4			2	264.6
General Transatlantic (New York to Paris via Havre):										
La Bretagne.....	3	203.8	3	207.6	2	205.0	3	206.8	11	205.9
La Bourgogne.....	2	197.9	3	208.1	1	212.7	1	228.2	7	208.7
La Gascogne.....	3	209.0	3	218.9	3	224.7	3	220.7	12	218.8
La Champagne.....	3	213.0	3	208.3	4	223.9	2	247.3	12	221.2
La Normandie.....	2	224.3	1	223.3	3	231.3	4	221.8	10	223.1

THE UNIVERSAL POSTAL UNION.

The limits of the Union have not been extended during the year. The relations of the United States with certain countries of the Union have, however, been modified in certain respects, viz:

The limits for "samples of merchandise" for Italy have been increased from 8½ to 12 ounces in weight, and from 8 by 4 by 2 inches to 12 by 8 by 4 inches in size. Brazil, Montenegro, Canada, the Republic of Honduras, and Costa Rica have consented to admit "samples of liquids" to the mails exchanged with the United States, such samples having been previously excluded from the mails to and from those countries; and provision has been made whereby "queen bees" may now be sent by mail to many foreign countries.

Notice has been received that the Fourth International Postal Congress will assemble in Vienna on the 20th of May, 1891. In this congress, whose duty it is to revise the existing convention of the Universal Postal Union and the regulations for its execution, the United States is entitled to be represented by two delegates. The expenses of these delegates have been provided for in the act making appropriations for the Post-Office Department for the fiscal year ending June 30, 1890.

PARCELS-POST.

The parcels-post service has been extended by means of conventions, similar to those now in force with other countries, concluded with Costa Rica, which went into operation on the 30th of April last; and with the Danish West India Islands (St. Thomas, St. Croix, and St. John) to go into operation on the 5th of January next.

SEA POST-OFFICES.

Attention having been directed to the advantages to accrue in point of expediting the dispatch and delivery of correspondence by adopting the practice of distributing the mails for and from foreign countries on board the conveying steamers while in transit, correspondence has been had with the postal administrations of Great Britain, Germany, and France, looking to the establishment of international sea post-offices on the principal lines of transatlantic steamers; and in continuation of the correspondence, Mr. William Potter, of the city of Philadelphia, was authorized to present the subject, in personal interviews, to the Postmaster-General of Great Britain and the Directors-General of posts of Germany and France. The result is that, while the postal administrations of Great Britain and France have declined to enter into the arrangement, for the reason that no material advantage would inure to those countries, because the mails are distributed in railway post-offices between the ports of landing and the offices of London and Paris, respectively, the German postal administration has entered heartily into the scheme, and negotiations relative to the details of the arrangement are now pending, which give promise of seeing the service inaugurated at an early day on the steamers plying between New York and Bremen and Hamburg, via Southampton. Mr. Potter is entitled to the thanks of the Department for his successful efforts in bringing about this great improvement in the service, he having neither asked nor received any compensation whatever, not even to the amount of his actual and necessary traveling expenses.

The authority for inaugurating the service and a sum estimated as necessary to defray its cost are provided in "An act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1891."

MAILS FOR BRAZIL.

There has been no change in the mail service with Brazil, the service remaining in the condition described in the last annual report of this Office.

THE AUSTRALIAN COLONIES.

Mail communication with the Australian colonies has been maintained, as heretofore, by means of the vessels of the Oceanic Steamship Company under contract with the Government of New Zealand, plying between San Francisco and Auckland and Sydney regularly once every four weeks, the compensation allowed by this Department being the entire amount of the postage collected on the mails dispatched from the United States when the mails are conveyed in steamers of United States registry.

The existing contract between the New Zealand Government and the steamship company will expire in November, 1890, and the New Zealand Government notified this Department that it would not be renewed unless the United States would consent to contribute a substantial share of any subsidy to be paid hereafter for the maintenance of the service.

In reply, the New Zealand Government was informed that the statutes now in force prevent any agreement, at this time, to pay more than the whole amount of the United States postage collected on the mails conveyed; but that that sum would be allowed and paid provided the service should be performed by steamers of United States register.

A final reply has not been received from the New Zealand Government, but arrangements have been made with the Oceanic Steamship Company to continue the service temporarily, in case of the failure of New Zealand to renew the contract, pending decisive action upon the bills now before Congress in favor of American shipping.

The colonies of New Zealand, New South Wales, Queensland, and Victoria have each given the six months' notice provided for in the existing postal conventions that they desire to terminate said conventions, and negotiations have been entered into looking to the conclusion of new conventions with those colonies upon a more liberal basis.

GENERAL OBSERVATIONS.

The remarks in my last report upon the Transatlantic and Transpacific Service, and the service with Central and South America, and the West Indies, as well as to the necessity for increased facilities at the post-offices in New York and San Francisco, apply with equal force to the condition of affairs during the year just closed; and the suggestions therein made are renewed, especially that calling attention to the desirability of providing for the issue of an international postal card with paid reply.

In view of the agitation of the question of reducing the rate of postage applicable to letters for foreign countries, it may be well to call attention to the facts (1) that under the laws now in force a letter may be sent from any post-office in the United States to any place upon the

continent of North America—from the northern boundary of the British possessions to the southern boundary of Mexico—at the rate of 2 cents per ounce, and to any place embraced in the Universal Postal Union at the rate of 5 cents per one-half ounce, an example of liberality in the matter of postage rates that is not equaled by any other country of the world; and (2) that any reduction of the rate of postage on letters for foreign countries would reduce, in the same proportion, the amounts now allowed by law to be paid to vessels of United States register for the sea-conveyance of the mails from the United States for those countries.

I append hereto statistics showing the number of post-offices and employes; proportion of post-offices to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels-post; postal revenues, and subsidies paid to steam-ship companies, relating to various countries of the Postal Union during the year 1888, which have been collated from the most recent statistical tables published by the International Bureau of the Universal Postal Union; and also copies of the parcels-post conventions with Costa Rica and the Danish West India Islands, which have been concluded during this year.

For reasons with which you are perfectly familiar, it has been impossible for me to give that thought and attention to the *improvement* of the service which would have been devoted to it by a superintendent who could leave to his chief clerk the care of the details of the ordinary office work; but with the cheerful and intelligent aid of the clerks in the office it has been possible to dispatch the business without extraordinary delay, so that I am able to report that the fiscal year closed without any considerable amount of unfinished business awaiting attention.

N. M. BROOKS,

Acting Superintendent of Foreign Mails.

THE POSTMASTER-GENERAL.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1898.

[From "General Statistics of the Postal Service," published by the International Bureau, Berne Switzerland, 1899.]

Number of post-offices, and officers and employes.

Countries.	Post-offices.		Officers and employes.		Countries.	Post-offices.		Officers and employes.	
	Rank.	Num-ber.	Rank.	Num-ber.		Rank.	Num-ber.	Rank.	Num-ber.
United States	1	58,369	3	90,383	Argentine Republic	18	1,152	19	3,467
Germany	2	20,656	2	105,804	Belgium	19	841	15	5,290
Great Britain	3	17,829	1	108,561	Denmark	20	782	18	4,338
British India	4	8,546	6	28,663	Chili	21	497	22	1,273
Canada	5	7,752	9	13,652	Uruguay	22	488	25	588
France	6	7,412	4	64,342	Roumania	23	337	21	1,616
Russia	7	5,881	5	45,735	Greece	24	249	26	585
Italy	8	5,333	8	23,992	Egypt	25	171	24	829
Austria	9	4,589	7	28,442	Bulgaria	26	116	23	921
Hungary	10	4,307	10	12,809	Servia	27	91	27	585
Japan	11	2,710	11	12,158	Tunis	28	78		
Switzerland	12	3,156	13	7,757	Siam	29	76	29	268
Spain	13	2,875	12	10,113	Luxemburg	30	69	28	361
Sweden	14	2,231	16	4,684	Hawaii	31	54	31	65
Portugal	15	1,942	17	4,669	San Domingo	32	46	30	142
Norway	16	1,336	20	1,869	Paraguay	33	36	32	63
Netherlands	17	1,265	14	5,404	Congo	34	9	23	20

Proportion of post offices to area and population.

Proportion of post-offices to area.			Proportion of post-offices to population.		
	Countries.	Square miles to each post-office.		Countries.	Population to each post-office.
1	Great Britain	6.8	1	Canada	558
2	Germany	10	2	United States	859
3	Netherlands	10	3	Switzerland	929
4	Belgium	13	4	Uruguay	1,334
5	Luxemburg	14.4	5	Norway	1,460
6	Portugal	18.3	6	Hawaii	1,492
7	Denmark	19.5	7	Great Britain	2,105
8	Italy	21.4	8	Sweden	2,128
9	Austria	25.3	9	Germany	2,270
10	Hungary	28.7	10	Portugal	2,343
11	Japan	39.7	11	Denmark	2,533
12	Switzerland	50.6	12	Argentine Republic	2,946
13	France	58.6	13	Luxemburg	3,091
14	Spain	67.6	14	Netherlands	3,562
15	United States	68.2	15	Hungary	3,656
16	Sweden	74.6	16	Austria	4,863
17	Norway	91.7	17	Italy	5,438
18	Greece	98.2	18	France	5,601
19	British India	105.9	19	Spain	6,119
20	Hawaii	120.7	20	Chili	6,282
21	Uruguay	147	21	Belgium	7,170

Proportion of post-offices to area and population—Continued.

Proportion of post-offices to area.			Proportion of post-offices to population.		
	Countries.	Square miles to each post-office.		Countries.	Population to each post-office.
22	Roumania.....	182.7	22	Greece.....	8,388
23	Servia.....	205.3	23	San Domingo.....	8,696
24	Bulgaria.....	324.7	24	Paraguay.....	9,722
25	Canada.....	443	25	Japan.....	10,542
26	San Domingo.....	446	26	Roumania.....	14,955
27	Tunis.....	468.4	27	Russia.....	17,405
28	Chili.....	565.3	28	Servia.....	22,143
29	Argentine Republic.....	9,966.2	29	Tunis.....	22,077
30	Russia.....	1,452.9	30	Bulgaria.....	27,183
31	Paraguay.....	2,003	31	British India.....	29,742
32	Siam.....	3,678.4	32	Egypt.....	39,803
33	Egypt.....	12,510.8	33	Siam.....	78,947
34	Congo.....	115,358	34	Congo.....	4,444,444

Length of postal routes.

Countries.	Railroads.		All other routes.		Countries.	Railroads.		All other routes.	
	Rank.	Miles.	Rank.	Miles.		Rank.	Miles.	Rank.	Miles.
United States.....	1	144,557	1	261,792	Chili.....	17	1,675	14	20,749
Germany.....	2	24,522	4	63,477	Roumania.....	18	1,543	30	1,050
France.....	3	22,488	10	35,253	Portugal.....	19	1,414	18	9,130
Russia.....	4	18,545	2	114,592	Denmark.....	20	1,312	20	6,515
British India.....	5	14,042	3	88,956	Norway.....	21	986	12	23,890
Argentine Republic.....	6	12,500	16	12,209	Japan.....	22	730	6	43,929
Austria.....	7	12,032	8	36,844	Bulgaria.....	23	433	23	2,458
Canada.....	8	11,315	5	45,249	Uruguay.....	24	404	19	8,348
Italy.....	9	8,731	9	36,511	Greece.....	25	382	27	1,711
Hungary.....	10	6,575	11	31,357	Servia.....	26	321	28	1,646
Spain.....	11	5,957	7	39,478	Luxemburg.....	27	219	32	180
Sweden.....	12	4,609	13	22,280	Tunis.....	28	141	29	1,531
Netherlands.....	13	2,865	17	11,599	San Domingo.....	29	82	15	15,719
Belgium.....	14	2,779	31	975	Paraguay.....	30	49	26	1,825
Switzerland.....	15	1,899	21	3,614	Siam.....	.....	.....	22	2,603
Egypt.....	16	1,850	25	2,010	Congo.....	.....	.....	24	2,100

Annual transportation.

On railroads.		On all other routes.		On railroads.		On all other routes.	
Countries.	Rank.	Miles.	Rank.	Miles.	Countries.	Rank.	Miles.
United States.....	1	186,575,384	1	102,488,073	Roumania.....	17	1,907,852
Germany.....	2	89,268,089	3	52,639,882	Egypt.....	18	1,706,834
France.....	3	60,327,565	4	33,626,765	Japan.....	19	1,623,112
Belgium.....	4	28,823,488	21	1,496,792	Chili.....	20	1,409,217
Austria.....	5	23,937,216	7	23,696,543	Portugal.....	21	1,445,481
Russia.....	6	19,302,112	6	24,728,788	Norway.....	22	1,216,461
British India.....	7	14,927,782	2	56,756,692	Luxemburg.....	23	558,222
Canada.....	8	11,598,217	11	13,193,942	Greece.....	24	555,712
Hungary.....	9	11,518,901	10	15,315,536	Uruguay.....	25	297,922
Sweden.....	10	8,023,299	12	7,146,709	Bulgaria.....	26	250,240
Spain.....	11	7,734,259	9	17,200,503	Servia.....	27	250,000
Italy.....	12	6,373,812	8	22,852,617	Tunis.....	28	92,700
Netherlands.....	13	4,371,565	13	7,014,766	Paraguay.....	29	35,077
Switzerland.....	14	4,337,621	15	4,061,807	San Domingo.....	30	28,240
Denmark.....	15	3,244,032	20	1,538,281	Siam.....	.....	.....
Argentine Republic.....	16	3,125,000	17	2,643,878	Congo.....	.....	.....

Number of articles of mail matter received and dispatched in the international mails.

RECEIVED.

Countries.	Letters.		Postal-cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Germany	1	58,426,200	1	9,078,800	2	20,415,680	1	2,856,920
France	2	39,002,255	8	1,778,880	8	19,621,132	3	1,349,691
United States	3	38,451,364	5	1,840,908	1	35,341,146	4	869,042
Austria	4	32,388,670	3	6,451,320	8	7,193,980	2	1,645,590
Hungary	5	17,592,620	2	7,496,400	10	4,771,580	5	853,498
Italy	6	13,434,326	10	1,559,304	4	7,850,564	9	453,368
Switzerland	7	12,887,621	4	2,420,665	6	7,453,641	6	692,692
Belgium	8	12,306,184	9	1,715,220	5	7,703,644	7	659,994
Russia	9	10,368,795	6	1,786,272	11	4,627,463	10	504,186
Netherlands	10	8,440,866	7	1,786,271	13	3,980,756	8	548,196
Argentine Republic	11	6,131,605	23	32,583	12	3,990,694	17	90,131
Sweden	12	5,960,157	13	326,748	17	1,802,063	13	265,177
Spain	13	5,916,928	17	116,718	7	7,193,818	12	271,688
British India	14	4,460,978			9	6,208,197		
Denmark	15	8,719,136	12	473,772	22	1,109,162	14	230,673
Norway	16	8,217,769	15	196,092	15	2,076,659	16	104,360
Roumania	17	2,248,325	11	568,816	18	1,773,914	11	340,698
Portugal	18	1,963,933	20	43,801	16	1,877,061	15	117,569
Egypt	19	1,368,000	22	37,000	19	1,460,000	19	38,090
Greece	20	1,235,910	21	40,495	20	1,228,617	20	35,978
Tunis	21	1,154,564	24	12,420	27	293,568	22	23,364
Luxemburg	22	1,070,700	14	196,092	24	613,800	21	11,020
Uruguay	23	925,179	26	5,230	14	2,647,918	25	11,744
Servia	24	868,741	16	124,494	26	340,415	18	84,135
Bulgaria	25	614,804	19	44,460	23	698,604	23	16,368
Japan	26	593,164	18	57,993	25	510,406	24	15,717
Chili	27	439,439	25	5,381	21	1,190,694	26	10,698
Hawaii	28	172,065			28	250,613		
Siam	29	87,902	27	3,629	30	90,174	27	3,843
Paraguay	30	67,681	28	703	39	112,730	29	520
San Domingo	31	56,149	29	543	31	51,174	28	1,282
Congo	32	16,272	30	816	32	15,352	30	29

DISPATCHED.

Germany	1	59,153,710	1	9,821,000	3	23,383,690	2	2,247,920
United States	2	43,510,036	7	1,860,924	1	43,831,978	9	375,638
France	3	42,624,670	9	1,722,788	2	40,811,824	1	2,960,526
Austria	4	35,660,930	3	7,630,690	5	7,749,670	3	1,726,680
Hungary	5	19,496,000	2	7,752,020	11	2,631,060	6	711,806
Belgium	6	13,065,247	5	2,557,126	6	7,486,179	5	719,963
Italy	7	12,007,358	6	2,182,000	7	5,860,624	11	851,740
Switzerland	8	11,449,282	4	8,268,486	8	5,190,929	7	461,989
Russia	9	9,995,687	10	1,487,593	9	2,994,621	8	434,236
Netherlands	10	6,717,880	8	1,825,586	10	2,878,272	4	778,058
Spain	11	6,016,633	16	101,149	4	8,061,112	12	263,764
Sweden	12	5,430,603	14	314,996	19	613,473	18	23,345
British India	13	4,466,962			13	1,495,990		
Denmark	14	3,315,416	12	550,272	18	625,620	13	84,356
Argentine Republic	15	2,782,487	24	14,472	16	1,041,802	24	4,776
Norway	16	2,603,861	15	171,899	21	477,269	22	13,260
Roumania	17	2,493,372	11	855,556	17	804,013	10	364,774
Portugal	18	2,140,638	17	82,195	15	1,074,753	15	65,968
Egypt	19	1,469,000	19	54,300	22	304,500	16	60,000
Greece	20	1,041,001	21	40,027	12	1,591,600	21	13,923
Japan	21	1,024,439	22	33,111	24	299,572	14	73,255
Tunis	22	995,184	23	19,476	26	111,970	17	23,316
Luxemburg	23	911,730	13	347,100	22	282,650	19	19,020
Uruguay	24	818,654	26	3,766	14	1,124,979	25	1,965
Servia	25	707,914	18	56,518	25	168,107	20	15,677
Chili	26	455,934	25	5,987	20	643,421	26	1,712
Bulgaria	27	429,082	20	51,336	27	82,980	23	12,960
Hawaii	28	175,642			28	50,652		
Siam	29	107,205	27	2,626	30	12,772	27	1,638
Paraguay	30	62,667	29	850	29	27,069	28	222
San Domingo	31	46,688	30	285	31	18,955	29	123
Congo	32	18,148	28	2,212	32	1,900	30	32

Parcels post.

Countries.	Parcels received.		Parcels dispatched.		Countries.	Parcels received.		Parcels dispatched.	
	Rank.	Number.	Rank.	Number.		Rank.	Number.	Rank.	Number.
Hungary.....	1	3, 379, 180	4	1, 378, 080	Servia.....	14	86, 829	17	11, 574
Germany.....	2	2, 599, 720	1	4, 068, 568	Sweden.....	15	78, 080	14	25, 889
Austria.....	3	2, 308, 630	2	2, 017, 890	Luxemburg.....	16	74, 928	13	46, 405
Switzerland.....	4	1, 414, 748	5	868, 769	Portugal.....	17	67, 466	19	5, 735
France.....	5	1, 265, 393	3	1, 795, 616	Norway.....	18	57, 565	18	11, 323
Italy.....	6	606, 443	6	270, 435	Egypt.....	19	36, 534	16	20, 766
Belgium.....	7	409, 974	7	285, 705	Japan.....	20	28, 679		
Denmark.....	8	347, 302	10	58, 729	Bulgaria.....	21	20, 308	20	3, 386
Netherlands.....	9	239, 320	8	104, 787	Argentine Republic.....	22	4, 410	21	1, 004
Spain.....	10	179, 729	9	61, 197	Chili.....	23	377	22	268
Russia.....	11	126, 687	12	49, 124	Congo.....	24	280	23	76
Roumania.....	12	105, 169	15	21, 374	Siam.....	25	41	24	16
British India.....	13	165, 070	11	53, 722					

Postal income and expenditure.

Rank.	Countries.	Income.	Rank.	Countries.	Expenditure.
1	Germany.....	\$54, 764, 359.34	1	United States.....	\$56, 468, 315.21
2	United States.....	52, 696, 190.20	2	Germany.....	47, 419, 355.08
3	Great Britain.....	43, 920, 893.20	3	Great Britain.....	29, 293, 502.15
4	France.....	35, 724, 815.39	4	France.....	25, 997, 904.64
5	Russia.....	14, 525, 012.67	5	Russia.....	17, 714, 849.31
6	Austria.....	13, 309, 415.58	6	Austria.....	11, 548, 690.35
7	Italy.....	8, 389, 704.80	7	Italy.....	7, 135, 087.50
8	British India.....	6, 106, 778.62	8	British India.....	5, 562, 830.21
9	Hungary.....	5, 919, 842.32	9	Hungary.....	4, 485, 817.15
10	Switzerland.....	4, 167, 223.55	10	Switzerland.....	3, 828, 661.56
11	Spain.....	3, 810, 468.55	11	Canada.....	3, 710, 900.68
12	Belgium.....	2, 992, 122.34	12	Japan.....	2, 648, 704.72
13	Canada.....	2, 975, 441.16	13	Spain.....	2, 389, 375.97
14	Netherlands.....	2, 510, 493.61	14	Netherlands.....	1, 952, 963.06
15	Japan.....	2, 073, 013.13	15	Belgium.....	1, 923, 558.50
16	Sweden.....	1, 833, 289.24	16	Sweden.....	1, 823, 608.42
17	Denmark.....	1, 328, 192.51	17	Denmark.....	1, 279, 415.59
18	Argentine Republic.....	960, 604.88	18	Portugal.....	981, 767.83
19	Portugal.....	951, 048.04	19	Norway.....	671, 904.09
20	Roumania.....	944, 449.31	20	Roumania.....	624, 741.72
21	Norway.....	662, 371.56	21	Chili.....	608, 098.65
22	Egypt.....	571, 791.08	22	Argentine Republic.....	488, 212.80
23	Chili.....	491, 196.69	23	Egypt.....	469, 221.00
24	Bulgaria.....	271, 466.67	24	Bulgaria.....	438, 094.81
25	Greece.....	230, 428.57	25	Greece.....	231, 305.22
26	Uruguay.....	204, 873.11	26	Uruguay.....	216, 405.20
27	Tunis.....	122, 579.95	27	Tunis.....	127, 399.30
28	Luxemburg.....	106, 593.66	28	Luxemburg.....	104, 487.34
29	Servia.....	90, 696.09	29	Servia.....	99, 785.55
30	San Domingo.....	21, 351.12	30	Siam.....	82, 229.56
31	Siam.....	12, 225.93	31	Paraguay.....	19, 044.08
32	Paraguay.....	11, 944.00	32	San Domingo.....	18, 279.61
33	Congo.....	5, 007.68	33		

Postal surplus and deficiency.

Rank.	Countries.	Surplus.	Rank.	Countries.	Deficiency.
1	Great Britain	\$14,687,391.05	1	United States	\$3,773,125.01
2	France	9,726,910.75	2	Russia	3,183,824.64
3	Germany	7,345,004.26	3	Canada	725,459.62
4	Austria	1,780,815.23	4	Japan	575,690.59
5	Hungary	1,433,525.17	5	Bulgaria	167,558.14
6	Spain	1,421,092.58	6	Chili	116,896.96
7	Italy	1,354,617.20	7	Portugal	80,719.79
8	Belgium	1,068,563.84	8	Uruguay	11,532.09
9	Netherlands	557,530.55	9	Siam	10,003.62
10	British India	543,948.81	10	Norway	9,532.53
11	Argentine Republic	502,412.08	11	Servia	9,069.46
12	Switzerland	338,572.00	12	Paraguay	7,106.98
13	Roumania	319,787.59	13	Tunis	4,819.35
14	Egypt	102,570.08	14	Greece	876.65
15	Denmark	48,776.92			
16	Sweden	9,680.82			
17	San Domingo	2,071.51			
18	Luxemburg	2,106.32			

Subsidies paid to steam-ship companies.

Rank.	Countries.	Subsidies.	Rank.	Countries.	Subsidies.
1	France	\$4,944,929.60	8	Greece	105,185.00
2	Great Britain	3,025,381.85	9	Chili	48,280.00
3	Italy	1,761,089.82	10	Denmark	40,468.74
4	Spain	991,679.02	11	Japan	21,453.88
5	British India	280,045.89	12	Roumania	847.65
6	Belgium	149,074.96	13	Siam	667.00
7	Netherlands	125,345.49	14	Tunis	536.00

PARCELS POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND COSTA RICA.

For the purpose of making better postal arrangements between the United States of America and the Republic of Costa Rica, the undersigned, John Wanamaker, Postmaster General of the United States of America, by virtue of authority vested in him by law, and Federico Volio, chargé d'affaires ad interim of the Republic of Costa Rica at Washington, duly empowered thereto by the President of the Republic of Costa Rica, have agreed upon the following articles for the establishment of a parcels post system of exchanges between the two countries.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the arrangements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchan-

Con objeto de establecer mejores arreglos postales entre los Estados Unidos de América y la República de Costa Rica, los infrascritos, John Wanamaker, Administrador General de Correos de los Estados Unidos de América, en ejercicio de las facultades que le concede la Ley, y Federico Volio, Encargado de Negocios ad interim de la República de Costa Rica en Washington, debidamente autorizado para ello por el Presidente de la República de Costa Rica, han convenido en los siguientes artículos para el establecimiento de un sistema de Paquetes Postales entre los dos países.

ARTÍCULO I.

Las estipulaciones de esta Convencion se refieren tan solo á los paquetes de objetos enviados por el correo, que se cambien por el sistema que ella establece, y en nada afectarán los arreglos que ahora existen conforme á la Convencion de la Union Postal Universal que continuarán vijentes como lo estan ahora; y todas las estipulaciones contenidas en la presente Convencion se aplicarán exclusivamente á las balijas que se cambien conforme á estos artículos.

ARTÍCULO II.

1. Se admitirán en las balijas que se cambien conforme á esta Convencion, mercancías y objetos

dise and mail matter, except letters, post-cards, and written matter, of all kinds that are admitted under any conditions to the domestic mails of the country of origin, except that no packet must exceed five kilograms or eleven pounds in weight, nor the following dimensions: greatest length in any direction sixty centimeters, or two feet; greatest girth one hundred and twenty centimeters, or four feet; and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and customs officers.

2. The following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copy-right laws of the country of destination; liquids, poisons, explosive or inflammable substances, fatty substances, those which easily liquefy; live or dead animals, not dried, insects, and reptiles; confections, pastes, fruits and vegetables which will easily decompose, and substances which exhale a bad odor; lottery tickets or circulars; all obscene or immoral articles; other articles which may destroy or in any way damage the mails, or injure the persons handling them.

3. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country respectively.

transmisibles por el correo, de cualquiera género que sean, exceptuando cartas, tarjetas postales y todo papel escrito, que se admitan conforme á los reglamentos que rigen respecto de las balijas domésticas del país de origen, con tal de que ningun paquete exceda de cinco kilogramos, ú once libras de peso, ni de las dimensiones siguientes: máximo de largo en cualquiera direccion, sesenta centímetros ó dos pies; máximo de perimetro, un metro veinte centímetros ó cuatro pies; y debiera envolverse ó cubrirse de manera que permita que su contenido sea facilmente examinado por los empleados del correo y de la aduana.

2. Será prohibida la admision en las balijas que se cambien entre los dos paises, conforme á esta Convencion, de los objetos siguientes:

Publicaciones que violen las leyes de propiedad literaria del país de destino; liquidos, venenos, materias explosivas ó inflamables, sustancias grasosas, las facilmente liquidables; animales vivos ó muertos, no disecados, insectos y reptiles; dulces, pastas, frutas y vegetales que puedan descomponerse facilmente, sustancias que exhale mal olor; billetes ó circulares de loteria; todo objeto obsceno ó inmoral; y otros artículos que puedan destruir ó de alguna manera dañar las balijas, ó causar perjuicio á las personas que los manejen.

3. Todos los paquetes de mercancías admisibles que se depositen en el correo de un país con destino al otro, ó que se reciban en un país procedentes del otro, serán libres de toda detencion ó inspeccion de cualquiera género que sea, exceptuando solamente la que fuere necesaria para cobrar los derechos aduanales, y se despacharán á su destino por la via mas rapida, quedando sujetos en su trasmision á las leyes y reglamentos de cada país respectivamente.

ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such enclosed parcels be detected, they must be sent forward singly, charged with new and distinct parcels post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be fully prepaid with postage stamps of the country of origin, viz:

2. In the United States; for a parcel not exceeding four hundred and sixty grams or one pound in weight, twelve cents, and for each additional four hundred and sixty grams or one pound or fraction thereof, twelve cents, and in Costa Rica: for a parcel not exceeding four hundred and sixty grams or one pound in weight, twenty cents; and for each additional four hundred and sixty grams or one pound, or fraction thereof, twenty cents.

3. The packages shall be promptly delivered to addressees at the post offices of address in the country of destination, free of charge for postage; but the country of destination may at its option, levy and collect from the

ARTÍCULO III.

1. Ninguna carta ó comunicacion que tenga el carácter de correspondencia personal, podrá acompañar al paquete, ya sea que esté escrita sobre el, ó incluida en el mismo.

2. Si se encontrare alguna carta, se pondrá en el correo, si pudiere separarse, y si estuviere adherida de manera que no se pueda separar, se desechará el paquete entero. Sin embargo, si alguna carta fuere enviada inadvertidamente, el país de destino cobrará doble porte por ella, conforme á la Convencion de la Union Postal Universal.

3. Ningun paquete podrá contener bultos que tengan que entregarse á una direccion diferente de la que aparezca sobre el mismo paquete. Si se descubrieren tales bultos, se enviarán uno por uno cobrandose nuevo y distinto porte por cada uno de ellos.

ARTÍCULO IV.

1. Se pagarán previamente y en su totalidad, en todo caso, los siguientes portes de correo en estampillas del correo del país de origen, á saber:

2. En los Estados Unidos; por un paquete que no exceda del peso de cuatrocientos sesenta gramos ó una libra, doce centavos, y por cada cuatrocientos sesenta gramos ó una libra adicionales, ó fraccion de este peso, doce centavos; y en Costa Rica, por un paquete que no exceda del peso de cuatrocientos sesenta gramos ó una libra, veinte centavos, y por cada cuatrocientos sesenta gramos ó una libra adicionales, ó fracción de este peso, veinte centavos.

3. Los paquetes se entregarán prontamente á las personas á quienes se dirijan, en la oficina de Correos de su direccion, en el país de su destino, libres de todo recargo por porte de correo; pero el país del destino puede, á su opcion,

addressee for interior service and delivery a charge not exceeding five cents on each single parcel of whatever weight; and if the weight exceeds four hundred and sixty grams or one pound, a charge equal to one cent for each one hundred and fifteen grams or four ounces, of weight, or fraction thereof.

imponer y cobrar á la persona á quien sé dirija el paquete, y en compensacion del servicio interior y de entrega, un recargo que no exceda de cinco centavos por cada paquete que no pase de cuatrocientos sesenta gramos, ó una libra, y si el paquete excediere de ese peso, se cobrará un centavo por cada ciento quince gramos ó cuatro onzas de peso, ó fracción de ese peso.

ARTICLE V.

ARTÍCULO V.

1. The sender will, at the time of mailing the package, receive a receipt of mailing from the post office where the package is mailed, on a form like Form I annexed hereto.

2. The sender of a package may have the same registered by paying the registration fee required for registered articles in the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents.

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the post office of destination.

1. Al depositar en el correo un paquete, se entregará al remitente un recibo que acredite su entrega en la oficina de correo que lo recibió, conforme al modelo anexo No. I.

2. El remitente de un paquete podrá certificarlo, pagando el derecho de certificacion que se cobre en el pais de su origen.

3. Se enviará al remitente cuando así lo solicite, un documento que justifique la entrega de un objeto certificado; pero cada pais puede exigir del remitente el pago previo de un derecho por ese servicio, que no exceda de cinco centavos.

4. Se informará á las personas á quienes se dirijan artículos certificados de la llegada de un paquete dirigido á ellas, por la oficina de correos de destino.

ARTICLE VI.

ARTÍCULO VI.

1. The sender of each package shall make a Customs Declaration, pasted upon or attached to the package, upon a special Form provided for the purpose (See Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of the contents and value, date of mailing, and the sender's signature and place of residence, and place of address.

2. The packages in question shall be subject in the country of

1. El remitente de cada paquete hará una declaracion aduanal que se pegará ó agregará al paquete, segun una formula especial que se le facilitará para ese objeto. (Véase el modelo anexo No. 2) que contenga una descripcion general del paquete, una manifestacion exacta de su contenido y valor, fecha del envio, fecha y lugar de residencia del remitente y lugar de su destino.

2. Estos paquetes quedarán sujetos en el pais de su destino á

destination to all customs duties and all customs regulations in force in that country for the protection of its Customs Revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination.

ARTICLE VII.

Each country shall retain to its own use, the whole of the postage, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Republic of Costa Rica, to be despatched by the country of origin to the other at its cost and by such means as it provides, in ordinary mail sacks to be marked "Parcels Post" and to be securely sealed with wax or otherwise as may be mutually provided by regulations hereunder.

2. Each country shall return to the despatching office by next mail, all bags or sacks used in the exchange of parcels.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

todos los reglamentos y derechos aduanales que estuvieren vigentes en el mismo país, para proteger las rentas de sus aduanas; los derechos aduanales que debidamente corresponda cobrar sobre los mismos paquetes, serán cobrados al entregarse estos, de acuerdo con los reglamentos aduanales del país de destino.

ARTÍCULO VII.

Cada país retendrá para su propio uso, el total del porte de correo, de los derechos de certificación y de entrega que colecte sobre dichos paquetes; y en consecuencia, esta Convención no motivará cuentas separadas entre los dos países.

ARTÍCULO VIII.

1. Los paquetes se considerarán como parte componente de las balijas cambiadas directamente entre los Estados Unidos de América y la República de Costa Rica, y serán despachados por el país de su origen al otro, á su costo y por los medios que el provea, en sacos ordinarios de correspondencia que se marcarán: "Paquetes Postales" y se sellarán con la seguridad debida, con lacre, ó de alguna otra manera que se determine mutuamente por los reglamentos respectivos.

2. Cada país devolverá á la oficina de correo que los despache, por el próximo correo, todos los sacos usados en el cambio de paquetes.

3. Aunque los objetos admitidos conforme á esta Convención se transmitirán en la forma designada, entre las oficinas de cambio, deberán empacarse cuidadosamente, á fin de que puedan, transmitirse en balijas abiertas de un país, tanto á la oficina de correos de cambio en el país de su origen, como á la oficina de correos á donde se dirijan, en el país de su destino.

4. Each despatch of a parcels post mail must be accompanied by a descriptive list in duplicate, of all the packages sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination; and must be enclosed in one of the sacks of such despatch under the Form of Form 3, annexed hereto.

4. Cada envío de paquetes postales irá acompañado de una lista descriptiva, hecha por duplicado, de todos los paquetes enviados, que demuestre distintamente el número de lista de cada paquete, el nombre del remitente, el nombre de la persona á quien se dirige con la direccion de su destino, y deberá incluirse en uno de los sacos del mismo envío, de acuerdo con el modelo número 3, anexo á esta Convencion.

ARTICLE IX.

Exchanges of mails under this Convention shall, until otherwise mutually agreed upon, be effected through the Exchange Post Offices at New Orleans and Port Limon, under such regulations relative to the details of the exchanges, as may be mutually determined to be essential to the security and expedition of the mails and the protection of the Customs Revenues.

ARTÍCULO IX.

El cambio de balijas conforme á esta Convencion, se verificará hasta que se acuerde otra cosa por las oficinas de correos de cambio de Nueva Orleans y Limón, conforme con los reglamentos relativos á los detalles de los cambios que se acuerden mutuamente como esenciales á la seguridad y celeridad de las balijas y á la proteccion de los derechos aduanales.

ARTICLE X.

1. As soon as the mail shall have reached the exchange office of destination, that office shall check the contents of the mail.

2. In the event of the Parcel Bill not having been received, a substitute should at once be prepared.

3. Any errors in the entries on the Parcel Bill which may be discovered, shall, after verification by a second officer, be corrected and noted for report to the despatching office on a Form, "Verification Certificate," which shall be sent in a special envelope.

4. If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer the entry on the bill should be canceled and the fact reported at once.

ARTÍCULO X.

1. La oficina de correos del pais del destino, anotará el contenido de la balija, tan luego como la reciba.

2. En el caso de que no se recibiere una lista de los paquetes enviados por el correo, se hará desde luego una que la sustituya.

3. Los errores que puedan haberse cometido y se descubrieren en la lista de los paquetes enviados por el correo, se corregirán despues de haber sido rectificadlos por un segundo empleado, y se comunicarán á la oficina que envió los paquetes, en la forma de "Certificado de Comprobacion", que se enviará en cubierta especial.

4. Si no se recibiere algun paquete de los contenidos en la lista, despues de haberse certificado este hecho por un segundo empleado, se cancelará la anotacion respectiva de la lista, y se dará cuenta de este hecho desde luego.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same form.

6. If no "Verification Certificate" or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE XI.

If the packages cannot be delivered as addressed, or if they are refused they should be reciprocally returned without charge, directly to the despatching office of exchange, at the expiration of thirty days from their receipt at the office of destination, and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

ARTICLE XII.

The Post Office Department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XIII.

The Postmaster General of the United States of America, and the Director General of Posts of the Republic of Costa Rica, shall have authority to jointly make such further regulations of order and detail, as may be found necessary to carry out the present Convention from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article II.

5. Cuando se recibiere un paquete averiado ó en un estado imperfecto, se comunicarán en la misma forma detalles completos sobre su estado.

6. Si no se recibiere "Certificado de Comprobacion", ó noticia de error, se considerará que la balija de paquetes fué debidamente recibida y que habiendo sido examinada, se encontró exacta bajo todos aspectos.

ARTÍCULO XI.

Si no pudiere entregarse un paquete á la persona á quien se dirige, ó si esta se rehusare á recibirlo, se devolverá reciprocamente, sin recargo, y directamente á la oficina que lo despacho, á la espiracion de treinta dias contados desde su recibo, por la oficina de destino, y el pais de origen puede cobrar al remitente por la devolucion del paquete, una suma igual al porte que causó cuando se puso por primera vez en el correo.

ARTÍCULO XII.

El Departamento de Correos de cada uno de los paises contratantes, no será responsable por la pérdida ó averia que sufra algun paquete, y no podrá reclamarse, por lo mismo, en ninguno de los dos paises, indemnizacion alguna por quien lo envie, ni por la persona á quien vaya dirigido.

ARTÍCULO XIII.

El Administrador general de Correos de los Estados Unidos de América y el Administrador general de Correos de la República de Costa Rica quedan autorizados para hacer de tiempo en tiempo y de comun acuerdo, los reglamentos posteriores de orden y detalle que consideren necesarios para poner en ejecucion esta Convencion, y podrán, por mutuo consentimiento, establecer condiciones para la admision en las balijas de cualquiera de los objetos prohibidos por el Artículo II.

ARTICLE XIV.

ARTÍCULO XIV.

This Convention shall be ratified by the contracting countries in accordance with their respective laws, and its ratification shall be exchanged at the City of Washington as early as possible. Once ratified, and its ratifications exchanged, it shall take effect, and operations thereunder shall begin within thirty days after the exchange, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months previous notice given to the other.

Done in duplicate, and signed at Washington the 4th day of January, one thousand eight hundred and ninety.

[L. S.]

Postmaster-General of the United States of America.

[L. S.]

FEDERICO VOLIO,
Encargado de Negocios ad interim de la República de Costa Rica.

Esta Convencion se ratificará por los paises contratantes de acuerdo con sus respectivas leyes, y sus ratificaciones se canjearán en la ciudad de Washington, lo mas pronto que fuere posible. Una vez ratificada y canjeadas sus ratificaciones comenzará á tener efecto dentro de treinta dias despues del canje, y continuará en vigor hasta que se termine por consentimiento mútuo; pero podrá anularse, con la notificacion de uno de los Departamentos de Correos hecha al otro, con seis meses de anticipacion.

Hecho por duplicado y firmado en Washington el dia 4° de Enero, mil ochocientos y noventa.

JNO. WANAMAKER,

Postmaster-General of the United States of America.

FEDERICO VOLIO,

Encargado de Negocios ad interim de la República de Costa Rica.

The foregoing Parcels Post Convention between the United States of America and the Republic of Costa Rica, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof, I have caused the Great Seal of the United States to be hereunto affixed.

[Great Seal of U. S.]

BENJ. HARRISON.

By the President :

JAMES G. BLAINE,

Secretary of State.

WASHINGTON, D. C., March 27, 1890.

PALACIO NACIONAL,

San José, tres de febrero de mil ochocientos noventa.

Encontrándose la presente Convención de paquetes postales de acuerdo con las instrucciones dadas al señor don Federico Volio, Encargado de Negocios de Costa Rica en los Estados Unidos de América, el señor Designado en ejercicio de la Presidencia de la República.

Acuerta : Aprobarla y ratificarla en todas sus partes.

CARLOS DONAN.

El Secretario de Estado en el Despacho de Relaciones Exteriores :

[Seal of the Republic
of Costa Rica.]

RICARDO JIMENEZ.

The undersigned, John Wanamaker, Postmaster-General of the United States, of America, and Federico Volio, chargé d'affaires ad interim of the Republic of Costa Rica at Washington, having met together in the Postoffice Department for the purpose of exchanging the ratifications of the Parcels Post Convention concluded between the United States of America, and the Republic of Costa Rica, and signed at Washington on the 4th day of January, 1890, and having carefully compared the ratifications of said Convention, and found them exactly conformable to each other, the exchange took place this day in the usual form.

In witness whereof they have signed the present protocol of exchange, and have affixed thereto the seals of their arms.

Done at Washington this first day of April one thousand eight hundred and ninety.

[Seal of Post office Dep. of U. S.]

Postmaster General of the United States of America.

[Seal of Costa Rican Legation.]

Encargado de Negocios ad interim de la República de Costa Rica.

Habiendose reunido los infrascriptos, John Wanamaker, Administrador General de Correos de los Estados Unidos de América, y Federico Volio, Encargado de Negocios ad interim de la República de Costa Rica en Washington, en la Administracion General de Correos, con objeto de canjear las ratificaciones de la Convencion de paquetes postales celebrada entre los Estados Unidos de América y la República de Costa Rica, firmada en Washington el dia 4° de Enero de 1890, y habiendo comparado cuidadosamente las ratificaciones de dicha Convencion y encontrandolas exactas la una con la otra, tuvo lugar el canje en la forma usual.

En testimonio de lo cual han firmado el presente protocolo y lo han sellado con sus respectivos sellos de armas.

Hecho en la ciudad de Washington el dia primera de Abril de mil ochocientos y noventa.

JNO. WANAMAKER,

Postmaster General of the United States of America.

FEDERICO VOLIO,

Encargado de Negocios ad interim de la República de Costa Rica.

FOREIGN MAILS—PARCELS-POST WITH COSTA RICA. 1015

FORM No. 8.

Date stamp of the United States Post-Office.	<i>Parcels from the United States for Costa Rica.</i>	Date stamp of the Costa Rica Post-Office.
	Parcel Bill No. , dated ... 18..; per S.S. "....."	
* Sheet No.		

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Remarks.

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

*Total number of parcels sent by the mail to Costa Rica.	*Total weight of mail..... <i>lbs.</i>
Number of boxes or other receptacles forming the mail.....	* Deduct weight of receptacles
Signature of dispatching officer at the United States Post-Office	* Net weight of mail.....
Signature of receiving officer at Costa Rica Post-Office.	

PARCELS POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE DANISH WEST INDIA ISLANDS.

For the purpose of making better Postal Arrangements between the United States of America and the Danish West India Islands, the undersigned, John Wanamaker, Postmaster General of the United States of America, by virtue of authority vested in him by law, and Count de Sponneck, Royal Danish Minister Resident at Washington, duly empowered thereto by His Majesty the King of Denmark, have agreed upon the following articles for the establishment of a Parcels Post System of Exchanges between the United States and the above named islands.

ARTICLE I.

The provisions of this Convention relate only to Parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail-matter—except

Undertegnede, John Wanamaker, Generalpostmester i de Forenede Stater af Amerika, i Kraft af den ham ved Loven givne Myndighed, og Greve Sponneck, Kongelig Dansk Ministerresident i Washington, tilbørlig befuldmægtiget af Hans Majestæt Kongen af Danmark, ere, for at forbedre Postordningen mellem de Forenede Stater af Amerika og de dansk vestindiske Øer, blevne enige om følgende Bestemmelser angaaende Indretningen af en Pakkepost-udvexling mellem de Forenede Stater og de nævnte Øer.

ARTIKEL I.

Denne Konventions Bestemmelser angaa alene Postpakker, der udvexles i Henhold til de i Konventionen givne Regler og berøre ikke den Ordning, der nu bestaar overensstemmende med Verdenspostkonventionen, hvilken Ordning forbliver i Kraft som hidtil; enhver af de følgende Bestemmelser sigter udelukkende til Udveksling af Post i Overensstemmelse med de nedenauførte Regler.

ARTIKEL II.

1. Med Undtagelse af Breve, Brevkort og skrevne Sager skal til Postudvexling i Henhold til denne Konvention modtages Va-

letters, post cards, and written matter—of all kinds that are admitted under any condition to the domestic mails of the country of origin, except that no packet may exceed eleven pounds (or five kilograms) in weight, nor the following dimensions: greatest length in any direction one hundred and five centimeters (or three feet, six inches); greatest length and girth combined one hundred and eighty centimeters (or six feet); and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and Customs Officers; and except that the following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copyright laws of the country of destination; liquids, poisons, explosive or inflammable substances, fatty substances, those which easily liquefy; live or dead animals, not dried, insects, and reptiles; confections, pastes, fruits and vegetables which will easily decompose, and substances which exhale a bad odor; lottery tickets or circulars; all obscene and immoral articles; other articles which may destroy or in any way damage the mails, or injure the persons handling them.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country, respectively.

ARTICLE III.

1. A letter or communication of the nature of personal corre-

rer og Postsager af enhver Art, som overhovedet modtages til Postbefordring i Afsendelseslandet—dog at ingen Pakke maa veje mere end elleve engelske Pund (5 Kilogram) eller være større end tre Fod, sex Tommer engelsk Maal (105 Centimeter) paa enhver Led og saaledes, at Længde og Bredde tilsammen ikke udgjør mere end 180 Centimeter (6 Fod engelsk Maal); Pakkerne skulle derhos være indpakkede eller tillukkede saaledes, at deres Indhold let kan undersøges af Post-og Toldvæsenets Funktionærer, hvorhos følgende Gjenstande ere udelukkede fra den heromhandlede Postudvexling:

Tryksager, der krænke Bestemelseslandets Eftertrykslove; flydende Sager, Gifte, exploderende og let antændelige Stoffer, Fedtstoffer, let smeltende Stoffer; levende og døde Dyr, ikke tørrede, Insekter og Krybdyr; Sukkervarer, klæbrige Sager, Frugter og Vegetabilier, der let gaa i Forraadnelse, ildelugtende Sager; Lotterisedler eller Cirkulærer; alle utugtige og umoralske Gjenstande; saa og Sager, som paa en eller anden Maade kunne ødelægge eller beskadige Posten eller forulempe dem, der have med denne at gjøre.

2. Alle tilladelige Varer, der afsendes eller modtages med Posten fra det ene Land til det andet skulle være fri for Tilbageholdelse og Undersøgelse af enhver Art med Undtagelse af den for Toldintraderne Oppebørsel fornødne; de skulle befordres hurtigst muligen til deres Bestemmelsested og ere ved deres Forsendelse de paagjældende Landes Love og Anordninger undergivne.

ARTIKEL III.

1. Breve eller private Meddelelser maa ikke ledsage, være

spondence must not accompany, be written upon, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if inseparably attached, the whole package will be rejected.

If, however, any such should be inadvertently forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain parcels intended for delivery at an address other than the one borne by the parcel itself. If such enclosed parcels be detected, they must be sent forward singly, charged with new and distinct Parcels Post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be fully prepaid with postage stamps of the country of origin, viz:

2. In the United States: for a parcel not exceeding 453 grams (1 pound) in weight, 60 centimes (12 cents), and for each additional 453 grams (1 pound), or fraction thereof, 60 centimes (12 cents); and in the Danish West India Islands: for a parcel not exceeding 906 grams (2 pounds) in weight, 1 franc 25 centimes (25 cents), and for each additional 453 grams (1 pound), or fraction thereof, 60 centimes (12 cents).

3. The packages shall be promptly delivered to addressees at the Post Offices of address in the country of destination, free of charge for postage; but the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge the amount of which is to be fixed according to its own regulations, but which shall in no case exceed 50 centimes (10 cents) for each parcel, whatever its weight.

skrevne paa eller indlagte i nogen Pakke.

2. Findes saadanne Breve eller Meddelelser, ville de, hvis de kunne udsendes, blive overgivne til Brevposten, hvis ikke, vil hele Pakken blive nægtet Befordring.

Hvis alligevel sligt feilagtigen blive befordret, skal Bestemmeslandet opkræve dobbelt Porto overensstemmende med Verdenspostkonventionen.

3. Ingen Pakke maa indeholde Pakker bestemte til Udlevering efter anden Adresse end Postpakkens egen. Dersom saadanne indlagte Pakker opdages, skulle de forsendes enkeltvis med Beregning af ny Porto for hver enkelt Pakke.

ARTIKEL IV.

1. Følgende Portobeløb ville i alle Tilfælde være at opkræve og fuldt ud at forudbetale med Af-sendeslandets Postfrimærker, nemlig:

2. I de Forenede Stater for en Pakke, der ikke vejer over 453 Gram (1 engelsk Pund), 60 centimes (12 cents) og for hver yderligere 453 Gram (1 engelsk Pund) eller Del deraf, 60 centimes (12 cents), og paa de dansk vestindiske Øer for en Pakke, der ikke vejer over 906 Gram (2 engelske Pund), 1 Franc 25 centimes (25 cents), og for hver yderligere 453 grams (1 engelsk Pund) eller Del deraf, 60 centimes (12 cents).

3. Pakkerne skulle uden Ophold og uden at være belastede med nogen Porto udleveres til Adressaterne ved det i Adressen angivne Postkontor i Bestemmeslandet; dog kan dette frit tage Beslutning om, at der for indre Tjeneste og Udlevering skal paalægges og hos Adressaten opkræves en Afgift, der fastsættes overensstemmende med Landets egne Anordninger, men ej i noget Tilfælde maa overstige 50 centimes (10 cents) for hver Pakke uden Hensyn til dens Vægt.

ARTICLE V.

1. The sender will, at the time of mailing the package, receive a Certificate of Mailing from the Post Office where the package is mailed, on a Form like Form 1 annexed hereto.

2. The sender of a package may have the same registered in accordance with the regulations of the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents (25 centimes).

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the Post Office at destination.

ARTICLE VI.

1. The sender of each package shall make a Customs Declaration, pasted upon or attached to the package, upon a special Form provided for the purpose (see Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of its contents and value, date of mailing, and the senders signature and place of residence, and place of address.

2. The packages in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination; but neither sender nor addressee shall be subject to the payment of any charge for fines or penalties on account of failure to comply with any customs regulation.

ARTIKEL V.

1. Afsenderen modtager, naar han afgiver sin Pakke til Postbefordring, af Indleveringskontoret et Postbevis, affattet overensstemmende med den vedføjede Formular 1.

2. Afsenderen af en Pakke kan faa denne anbefalet overensstemmende med Afsendelseslandets Love.

3. En Tilstaaelse for Udleveringen af en anbefalet Forsendelse vil paa Forlangende blive tilstillet Afsenderen, men ethvert af de kontraherende Lande kan herfor hos Afsenderen forud opkræve et Gebyr af ikke over 25 centimes (5 cents).

4. Om Ankomsten af en anbefalet Forsendelse skal Adressaten underrettes ved en Meddelelse fra Bestemmelsesstedets Postkontor.

ARTIKEL VI.

1. Afsenderen af enhver Pakke skal udstede en Tolddeklaration, paaklæbet eller vedhæftet Pakken, affattet i den herfor bestemte Form (se den vedføjede Formular 2) og indeholdende en fuldstændig Beskrivelse af Pakken, en nøjagtig Angivelse af dens Indhold og Værdi, Datum for dens Indlevering til Postbesørgelse samt Afsenderens Underskrift og Bopæl tilliggende Pakkens Adresse.

2. Pakkerne skulle i Bestemmelseslandet svare alle Toldafgifter og ere undergivne alle de Regler, der sigtet til disse Afgifters rette Erlæggelse; den Pakkerne lovlig paahvilende Told skal opkræves ved Pakkernes Udlevering overensstemmende med Bestemmelseslandets Toldforskrifter, men der skal hverken kunne paalægges Afsender eller Adressat nogen Mulk eller Bøde for Forseelse mod Toldanordningerne.

ARTICLE VII.

Each country shall retain to its own use the whole of the postages, registration and delivery fees, it collects on said packages; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The packages shall be considered as a component part of the mails exchanged direct between the United States of America and the Danish West India Islands, to be despatched by the country of origin to the other at its cost and by such means as it provides; but must be forwarded, at the option of the despatching office, either in boxes prepared expressly for the purpose, or in ordinary mail sacks, to be marked "Parcels Post" and to be securely sealed with wax or otherwise as may be mutually provided by regulations hereunder.

2. Each country shall return to the despatching office by next mail, all such bags and boxes.

3. Although articles admitted under this convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each despatch of a Parcels-Post mail must be accompanied by a descriptive list, in duplicate, of all the packages sent, showing distinctly the list number of each parcel, the name of the sender, and the name of the addressee with address of destination; which list must be enclosed in

ARTIKEL VII.

Porto Anbefalings og Udleverings-Gebyr for Pakkerne tilkomme med det fulde Beløb det Land, hvori de opkræves; følgelig vil denne Konvention ikke give Anledning til nogen særskilt Afregning mellem de tvende Lande.

ARTIKEL VIII.

1. Pakkerne skulle betragtes som en Bestanddel af de Poster, der udvexles direkte mellem de Forenede Stater af Amerika og de dansk vestindiske Øer; de skulle af Afsendelseslandet paa dettes Bekostning og paa den Maade, dette bestemmer, befordres til det andet Land, men Befordringen skal, efter Afsendelsespostkontorets Valg ske enten i særlig dertil bestemte Kasser eller i almindelige Postsække mærkede "Pakkepost" og behørig forsegledede med Lak eller paa anden Maade efter herom gjensidig truffen Overenskomst.

2. Ethvert Land skal med første Post sende alle saadanne Sække og Kasser tilbage til Afsendelsespostkontoret.

3. Endskjønt Gjenstande, der falde ind under denne Konvention, ville blive forsendte paa foranførte Maade mellem Udvekslingspostkontorerne, skulde de dog være saa omhyggelig indpakkede, at de sikkert kunde forsendes i hvert Lands aabne Poster under Befordringen til Afsendelseslandets Udvekslingskontor og fra Bestemmelseslandets Udvekslingskontor til Udleveringskontoret.

4. Enhver Pakkepost skal ledsages af en Fortegnelse in duplo over alle de afsendte Pakker med tydelig Angivelse af hver Pakkes Løbe-N^o, Afsenderens og Adressatens Navne samt Pakkens Bestemmelsessted. Denne Fortegnelse skal være nedlagt i en af de Kasser eller Sække, hvori

one of the boxes or sacks of such despatch (under the Form of Form 3 annexed hereto).

Forsendelsen foregaar (se den vedføjede Formular 3).

ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, shall be effected through the post offices of both countries already designated as exchange post offices, or through such others as may be hereafter agreed upon; under such regulations relative to the details of the exchange as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

ARTICLE X.

1. As soon as the mail shall have reached the exchange office of destination, that office shall check the contents of the mail.

2. In the event of the parcel bill not having been received, a substitute should be at once prepared.

3. Any errors in the entries on the parcel bill which may be discovered, shall, after verification by a second officer, be corrected and noted for report to the despatching office on a Form, "Verification-Certificate," which shall be sent in a special envelope.

4. If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer, the entry on the bill should be canceled and the fact reported at once.

5. Should a parcel be received in a damaged or imperfect condition, full particulars shall be reported on the same Form.

6. If no "Verification Certificate" or note of error be received,

ARTIKEL IX.

Postudvexling i Medfør af denne Konvention fra Steder i det ene til Steder i det andet af de to Lande skal ske gennem de Postkontorer i hvert Land, der allerede ere eller senere maatte blive bestemte til Udvekslingskontorer under Iagttagelse af saadanne Regler med Hensyn til Udvekslingens Enkeltheder, som gjensidig maatte blive fastsatte som væsentlige for den sikre Expedition af Posten og Erlæggelse af Tolden.

ARTIKEL X.

1. Saasnart Posten har naaet Bestemmelseslandets Udvekslingskontor, skal dette efterse Postens Indhold.

2. Hvis Fortegnelsen over Pakkerne ikke modtages, vil der strax i dens Sted være at udfærdige en tilsvarende Fortegnelse.

3. Mulige Feil ved Udfyldningen af Fortegnelsen, skulle, efter at de ved Tilkaldelsen af endnu en Postfunktionær ere bevidnede, rettes og noteres til Underretning for Afsendelseskontoret i Form af et "Verifikations Certifikat," som skal sendes i særligt Omslag.

4. Dersom en Pakke der er optagen paa Fortegnelsen, ikke modtages, skal, efter at Ikke-Modtagelsen ved Tilkaldelsen af endnu en Postfunktionær er bevidnet, den paa Fortegnelsen om Pakken skete Tilførsel overstreges og Meddelelse herom strax gives.

5. Modtages en Pakke i beskadiget eller ufuldkommen Stand, skal fuldstændig Underretning gives paa den ovenfor angivne Maade.

6. Dersom intet "Verifikations Certifikat" eller ingen Meddelelse

a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

om forefundne Feil modtages, ansees en Pakkepost som rigtig afleveret og som efter stedfunden Undersøgelse i alle Maader rigtig befunden.

ARTICLE XI.

If the packages cannot be delivered as addressed, or if they are refused, they should be reciprocally returned without charge, directly to the despatching office of exchange, at the expiration of thirty days from their receipt at the office of destination; and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

ARTIKEL XI.

Dersom en Pakke ikke kan udleveres efter Adressen eller dersom den nægtes Modtagelse skal den 30 Dage efter dens Modtagelse ved Udleveringskontoret tilbagesendes portofrit og direkte til det Udvexlingskontor, hvorfra den oprindelig er kommen; for Tilbagesendelsen af Pakken kan Afsendelseslandet hos Afsenderen opkræve et Beløb svarende til den Porto, der er erlagt ved Pakkens Indlevering til Postbesøgelse.

ARTICLE XII.

The Post Office Department of either of the contracting countries will not be responsible for the loss or damage of any package, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTIKEL XII.

Ingen af de kontraherende Landes Postbestyrelser vil være ansvarlig for Tab eller Beskadigelse af en Postpakke, og Skadeserstatning kan følgelig hverken af Afsenderen eller Adressaten forlanges i noget af de tvende Lande.

ARTICLE XIII.

The Postmaster General of the United States of America, and His Majesty's Governor of the Danish West India Islands, shall have authority to jointly make such further regulations of order and detail, as may be found necessary to carry out the present Convention from time to time; and may by agreement prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

ARTIKEL XIII.

Generalpostmesteren i de Forenede Stater of Amerika, og Gouverneuren for de dansk vestindiske Øer, ere bemyndigede til i Forening at fastsætte saadanne yderligere—nærmere og i Enkelthederne gaaende—Regler, som fra Tid til anden maatte ansees nødvendige for denne Konventions Virksomhed; de kunne derhos i Forening give Regler for Modtagelsen til Postbefordring af nogle af de i Artikel II som "udelukkede fra Befordring" nævnte Gjenstande.

ARTICLE XIV.

1. The present Convention shall be ratified by the contracting

ARTIKEL XIV.

1. Denne Konvention skal ratificeres af de kontraherende Lande

countries in accordance with their respective laws, and its ratifications shall be exchanged in the City of Washington as early as possible.

2. The Convention shall take effect, and operations thereunder shall begin upon the ninetieth day after the exchange of the Ratifications, and shall continue in force until terminated by mutual agreement; but may be annulled at the desire of either Department, upon six months previous notice given to the other.

Done in duplicate, and signed at Washington the seventh day of May one thousand eight hundred and ninety.

[SEAL]

JOHN WANAMAKER,
Postmaster General of the United States of America.

[SEAL]

W. SPONNECK,
Kongelig Dansk Ministerresident.

The foregoing Parcels-Post Convention between the United States of America and the Danish West India Islands, has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof, I have caused the Great Seal of the United States to be hereunto affixed.

[SEAL]

BENJ. HARRISON.

By the President:

J. B. MOORE,

Acting Secretary of State.

WASHINGTON, D. C., July 23d, 1890.

Foranstaaende Pakkepostkonvention mellem de Forenede Stater af Amerika og de dansk vestindiske Øer er bleven forhandlet og afsluttet med Vort Raad og Samtykke, og bliver herved bifaldet, stadfæstet og ratificeret.

Til yderligere Vished have Vi denne Ratifikation egenhændigen underskrevet og ladet samme Vort store Kongelige Segl paatrykke.

Givet i Vor Hoved og Residentsstad Kjøbenhavn den 5^{te} Juni 1890, i Vor Regjerings det 27^{de} Aar.

I Kongens Navn

[SEAL]

FREDERIK,
Kronprinds.

O. D. ROSENØRN LEHN.

The undersigned, John Wanamaker, Postmaster General of the United States of America, and Count de Sponneck, Minister Resident of Denmark at Wash-

i Overensstemmelse med disses Love, og Ratifikationerne skulle udvexles i Washington saa snart som muligt.

2. Konventionen skal træde i Kraft, og Udvexlingen i Henhold til den tage sin Begyndelse paa den halvfemsindstyvende Dag efter Ratifikationernes Udvexling; den skal forblive i Kraft indtil den efter gjensidig Overenskomst bringes til Ophør; men den kan opsiges med sex Maaneders Varsel fra hver af Siderne.

Udfærdiget in duplo og underskrevet i Washington den syvende Mai Et tusend otte hundrede og halvfemsindstyve.

De undertegnede, John Wanamaker, Generalpostmester i de Forenede Stater af Amerika, og Greve Sponneck, Kongelig Dansk Ministerresident i Washington,

ington, having met together in the Post Office Department for the purpose of exchanging the ratifications of the Parcels Post Convention concluded between the United States of America and the Danish West India Islands, and signed at Washington on the seventh day of May 1890; and having carefully compared the ratifications of said Convention, and found them exactly conformable to each other, the exchange took place this day in the usual form; and pursuant to Article XIV, the Convention will go into operation on both sides on the fifth day of January 1891.

In witness whereof, they have signed the present protocol of exchange, and have affixed thereto the seals of their arms.

Done at Washington this seventh day of October, one thousand eight hundred and ninety.

mødte i Generalpostamtet for at udvexle Ratifikationerne af Pakkepostkonventionen afsluttet mellem de Forenede Stater af Amerika og de dansk vestindiske Øer, og undertegnet i Washington den syvende Mai 1890; og efter at de havde omhyggeligt sammenlignet denne Konventions Ratifikationer, og fundet at de ere nøjagtigt overensstemmende fandt Udvekslingen Sted idag i sædvanlig Form; og ifølge Artikel XIV, skal Konventionen træde i Kraft fra begge Sider den femte Januar, 1891.

Til Bekræftelse herpaa have de undertegnet denne Udvekslingsprotokol og paasat samme deres Segl.

Givet i Washington den syvende Oktober Et tusend otte hundrede og halvfemsindstyve.

[SEAL]

JOHN WANAMAKER,
Postmaster General of the United States of America.

[SEAL]

W. SPONNECK,
Kongelig Dansk Ministerresident.

FOREIGN MAILS—PARCELS-POST WITH DANISH W. INDIES. 1025

FORM 1.

Parcel Post.

A parcel addressed as under has been posted here this day.	
<div style="border: 1px solid black; width: 100px; height: 80px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> Office stamp. </div>	..... ..... .....
This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.	

FORM 2, A.

Parcel post between the United States and the Danish West India Islands.

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
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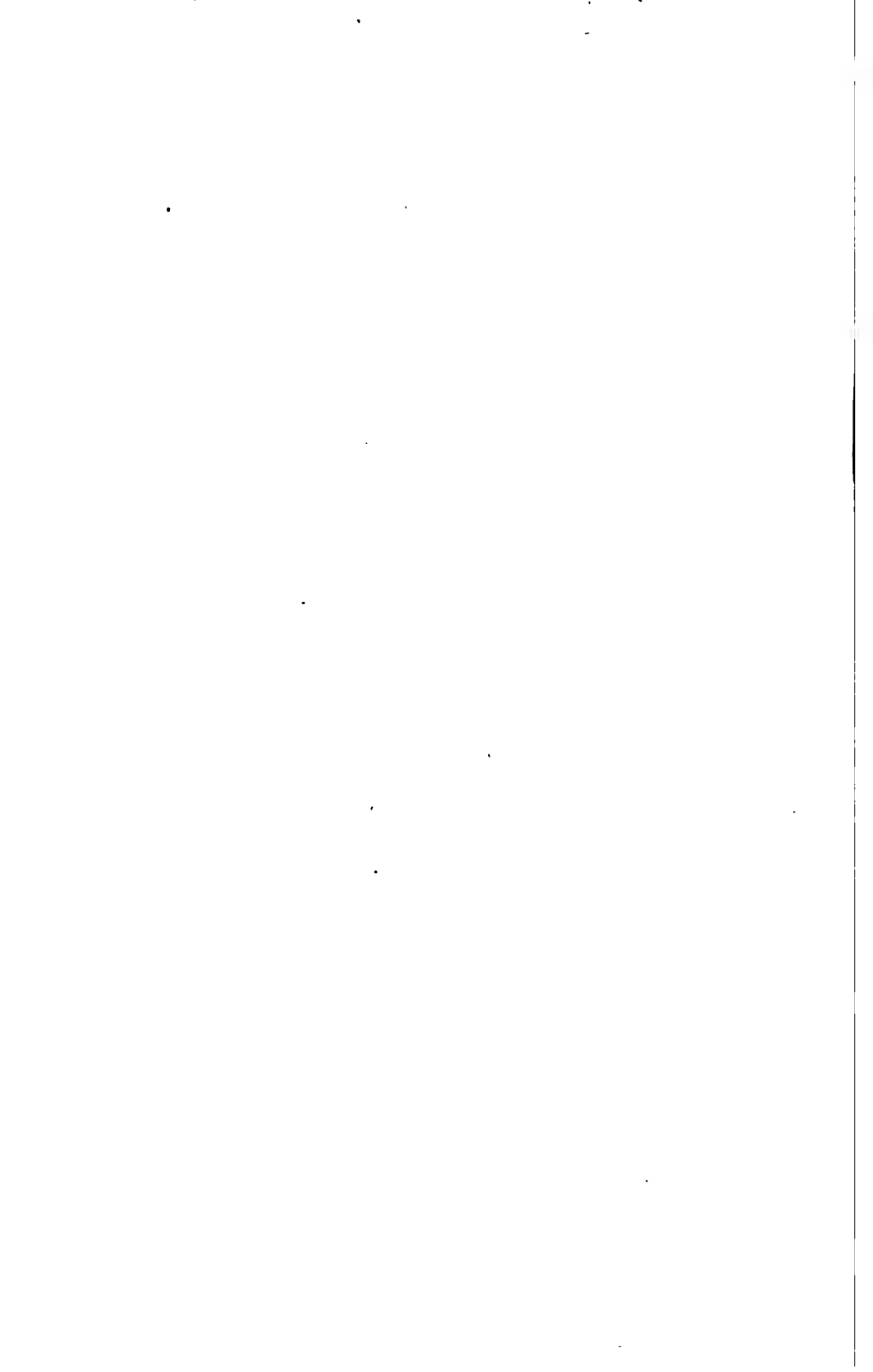
Description of parcel: [State whether box, basket, bag, &c.]	Contents.	Value.	Per cent.	Total customs charges.
		\$		\$
		\$		\$

Date of posting:....., 18...; signature and address of sender {

For use of Post-Office only, and to be filled up at the office of exchange:

Parcel Bill No.....; No. of rates prepaid.....; Entry No.....

REPORT
OF THE
SUPERINTENDENT OF THE DEAD-LETTER OFFICE
FOR
THE YEAR ENDED JUNE 30, 1890.



REPORT

OF THE

SUPERINTENDENT OF THE DEAD-LETTER OFFICE.

POST-OFFICE DEPARTMENT,
DEAD-LETTER OFFICE,
Washington, D. C., October 20, 1890.

I have the honor to submit herewith annual report of the business of the Dead-Letter Office for the fiscal year ended June 30, 1890, embracing statements and exhibits tabulated in forms showing in detail the operations and work of the office covering the period named.

There were received during the year 6,517,556 pieces of original dead mail matter, an increase of 310,663 pieces, or a little more than 5 per cent. over the number received during the fiscal year ended June 30, 1889. In addition to this number there were also received 167,900 letters without valuable inclosures which had been returned to the writers, but, failing of delivery, were again sent to the Dead-Letter Office. These, together with 193 "held-for-postage" letters, and 8,970 letters of foreign origin on hand and undisposed of on July 1, 1889, make the total number of pieces treated during the year 6,694,962, which were classified, treated, and disposed of as follows:

1. Domestic mailable letters:		
(a) Ordinary unclaimed letters	4,906,912	
(b) Letters returned from hotels	153,749	
(c) Letters bearing fictitious addresses	40,717	
(d) Letters returned from foreign countries	196,350	
(e) Ordinary letters without inclosures sent to writers and returned on failure to deliver	167,900	
		5,465,628
2. Domestic unmailable letters:		
(a) Letters containing unmailable articles	1,045	
(b) Letters held for postage	98,154	
(c) Letters misdirected or only partially addressed	451,299	
(d) Letters without address	23,359	
(e) Miscellaneous	3,290	
		577,137
3. Domestic parcels of third and fourth class matter		74,561
4. Letters mailed in foreign countries		512,283
5. Printed matter, samples, etc., mailed in foreign countries and return- able		41,481
6. Registered articles:		
(a) Of domestic origin	5,442	
(b) Of foreign origin	18,430	
		23,872
Total, as before		6,694,962
		1029

The mail matter treated during the year was disposed of as follows:

Domestic mailable letters:	
Card and request letters delivered unopened.....	79,538
Letters opened (disposed of as detailed below).....	5,218,190
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver and subsequently destroyed.....	167,900
Domestic unmailable letters:	
Held-for-postage letters forwarded unopened to addresses on receipt of postage.....	3,961
Held-for-postage letters forwarded to officials unopened.....	329
Held-for-postage letters returned to card address.....	1,031
Held-for-postage letters opened (disposed of as below).....	92,546
Held-for-postage letters on hand at close of year.....	287
Misdirected letters forwarded unopened after correction of address.....	97,896
Misdirected letters returned to card address.....	1,014
Misdirected letters opened (disposed of as below).....	352,379
Letters without address opened (disposed of as below).....	23,359
Letters containing unmailable articles opened (disposed of as below).....	1,045
Miscellaneous unmailable letters opened (disposed of as below).....	3,290
Domestic third and fourth-class matter:	
Parcels opened and disposed of as below.....	74,561
Foreign matter:	
Letters returned to country of origin or delivered to addresses.....	508,757
Letters on hand at close of year.....	3,526
Parcels of printed matter, samples, etc., returned unopened or delivered to addresses.....	41,481
	553,764
Registered articles:	
Domestic—	
Of domestic origin, delivered unopened.....	2,963
Of domestic origin, opened.....	2,479
	5,442
Foreign—	
Returned to country of origin or delivered to addresses.....	17,921
On hand at close of year.....	509
	18,430
Total.....	6,694,962

The following was the disposition of mail matter opened in the Dead Letter Office:

Delivered:	
Letters containing money.....	17,008
Letters containing drafts, money-orders, notes, etc.....	23,779
Letters containing postal-notes.....	3,440
Letters containing miscellaneous papers, etc.....	34,534
Letters containing postage-stamps.....	152,179
Letters containing nothing of value.....	1,458,483
Photographs.....	34,856
Parcels of merchandise, books, etc.....	26,039
	1,750,318
Returned to owners and awaiting evidence of delivery:	
Letters containing money.....	1,431
Letters containing drafts, notes, etc.....	960
Letters containing postal-notes.....	280
	2,661
Under treatment, looking to delivery:	
Letters containing money.....	2,408
Letters containing drafts, money-orders, notes, etc.....	834
Letters containing postal-notes.....	17
Letters containing miscellaneous papers, etc.....	153
Letters containing postage-stamps.....	668
Letters containing nothing of value.....	206,491
Photographs.....	124
Parcels of merchandise, books, etc.....	202
	210,897

Filed upon failure to deliver, subject to reclamation:	
Letters containing money.....	7,651
Letters containing drafts, notes, etc.....	1,060
Letters containing postal-notes.....	291
Letters containing miscellaneous papers, etc.....	13,778
Letters containing postage-stamps.....	4,980
Photographs.....	7,151
Parcels of merchandise, books, etc.....	37,423
Unmailable letters.....	1,515
	<hr/>
	73,849
Destroyed:	
Letters without inclosures, which could not be returned to writers.....	3,734,871
Parcels containing pamphlets, fruit, seeds, medicines, etc...	16,364
Letters containing postage-stamps.....	3,971
	<hr/>
	3,755,206
Grand total.....	<hr/>
	5,792,931

FOREIGN DEAD MAIL MATTER.

Returned to country of origin:	
Registered articles.....	17,587
Ordinary letters.....	503,531
Parcels of printed matter, samples, etc.....	38,266
	<hr/>
	559,384
Delivered to addresses on application:	
Registered articles.....	200
Ordinary letters.....	322
Parcels of printed matter, samples, etc.....	631
	<hr/>
	1,153
Misdirected matter forwarded to corrected addresses:	
Registered articles.....	134
Ordinary letters.....	4,904
Parcels of printed matter, samples, etc.....	2,584
	<hr/>
	7,622
On hand under treatment at close of year:	
Registered articles.....	509
Ordinary letters.....	3,526
	<hr/>
	4,035
Total.....	<hr/>
	572,194

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail-matter originating in the United States and returned to Dead Letter Office as undeliverable were classified as follows:

Registered articles.....	1,613
Ordinary letters (including postal-cards).....	204,877
Parcels of printed matter, samples, etc.....	45,153
	<hr/>
Total.....	251,643

DEAD REGISTERED MATTER.

Of the 5,442 unclaimed registered letters and parcels received there were—

Delivered to addresses or restored to senders.....	4,028
Returned to postmasters for delivery and awaiting receipt.....	169
Filed upon failure to discover ownership and awaiting reclamation.....	1,246
	<hr/>
Total.....	5,442

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners or in course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners.....	16, 779	\$28, 429. 31
Letters containing money outstanding in the hands of postmasters for restoration to owners.....	1, 431	4, 199. 53
Number of letters containing drafts, checks, notes, money-orders, etc., restored to owners.....	23, 779	1, 349, 713. 95
Number of letters containing drafts, checks, notes, money-orders, etc., outstanding in the hands of postmasters for restoration to owners.....	950	21, 887. 73
Number of letters containing postal notes restored to owners.....	3, 440	5, 329. 91
Number of letters containing postal notes outstanding in the hands of postmasters for restoration to owners.....	280	454. 58

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners..	\$9, 283. 98
Amount realized from auction sale in December, 1899, of parcels of merchandise which could not be restored to owners.....	2, 766. 53
Total.....	12, 050. 51

POSTAGE-STAMPS.

The following amounts of postage-stamps were received in the dead-letter office from the several sources named and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found.....	\$581. 82
Found loose in the mails and sent to the dead letter office by postmasters..	435. 71
Received for payment of postage on held-for-postage matter forwarded to destination, and parcels of third and fourth-class matter returned to senders (sent out from dead-letter office under an official envelope).....	642. 04
Received from postal administration of Canada, United States postage stamps accepted by that administration in payment of postage on matter held for postage in Canada in accordance with the agreement between the two countries.....	117. 39
Total value of stamps destroyed.....	1, 776. 96

In addition to the above, postage-stamps to the value of \$1,604.65 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails, unless prepaid at letter rates of postage.

In the exchange of postage-stamps mutually accepted by the United States and Canada in the payment of postage on short-paid matter addressed to either country, there have been received from the Canadian administration United States postage-stamps to the amount of \$117.39. There were returned to Canada by this office Canadian postage-stamps amounting to \$56.22, leaving a balance due the Canadian administration of \$61.17, which has been duly reported for payment.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 17,673 magazines, illustrated papers, picture cards, etc., which could not be restored to the owners, were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia, as heretofore, by order of the Postmaster-General.

The following shows the number and character of the matter distributed:

Magazines	1,856
Pamphlets	4,808
Illustrated papers	4,609
Picture cards, valentines, etc	6,400
Total	17,673

CORRESPONDENCE.

During the year there were received 19,743 inquiries for alleged missing mail matter, which were duly examined and the results reported to the applicants. In a large percentage of these inquiries it was found upon examination that the alleged missing matter had been properly delivered by the postal service. Where this was not the fact, and no trace of the missing matter was found upon the records of this office, the cases were duly reported to the Chief Post-Office Inspector for further investigation. There were also written 4,867 special communications in answer to inquiries from postmasters and others relating to postal matters connected with this office.

Statement showing number of pieces of dead mail matter treated in dead-letter office during the fiscal year ended June 30, 1890.

Received.	Number.
Domestic mailable letters:	
On hand July 1, 1889	
Received during the year	5,297,738
Returned on failure to deliver to writers (without inclosures)	187,900
	5,485,628
Domestic unmailable letters:	
Held for postage:	
On hand July 1, 1889	193
Received during the year	97,961
	98,154
Containing unmailable articles	1,045
Misdirected	451,289
Without address	23,350
Miscellaneous	3,290
Domestic third and fourth class matter (parcels)	74,561
Foreign matter:	
On hand July 1, 1889	8,970
Received during the year	503,313
Printed matter, samples, etc	41,481
	553,764
Registered matter:	
On hand July 1, 1889:	
Domestic	
Foreign	843
Received during the year:	
Domestic	5,442
Foreign	18,087
	23,872
Grand total	6,064,903

• *Statement showing number of pieces of dead mail matter, etc.—Continued.*

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1880.
Domestic mallable letters	79,538	5,218,190	.....
Domestic unmallable letters:			
Held for postage	5,321	92,546	287
Containing unmallable matter		1,045	.....
Misdirected	98,910	352,378	.....
Without address		23,359	.....
Miscellaneous		3,290	.....
Registered letters:			
Domestic mailed	2,963	2,479	.....
Foreign mailed	17,921		889
Domestic, third, and fourth class matter (parcels)		74,561	.....
Foreign matter:			
Ordinary letters	508,757		3,526
Printed matter, samples, etc	41,481		.....
Total	754,891	5,787,849	4,322
Total			6,537,062
Letters without inclosures returned on failure to deliver to writers and destroyed			167,900
Grand total			6,694,542

Statement showing the disposition of mail-matter opened in the Dead-Letter Office during the fiscal year ended June 30, 1890.

	Containing money.		Containing drafts, checks, notes, etc.		Containing postal notes.		Containing merchandise, books, etc.		Containing registered copies, paid notes, etc.		Containing photographic stamps.		Containing nothing of value.		Total.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
RECEIVED.																
	1,171	\$4,234.19	892	\$35,121.36	193	\$452.92									2,256	\$49,888.47
	2,152	2,771.78	164	8,734.75	12	80.70	409	127							22,826	11,537.23
	25,175	41,636.80	26,567	1,408,015.42	3,833	5,790.18	79,619	49,338							5,767,849	1,455,442.20
	28,498	48,642.57	26,623	1,471,871.53	4,028	6,303.90	80,028	49,465							5,792,991	1,526,817.90
Total																
DISPOSITION.																
	17,008	31,660.01	23,779	1,849,713.95	3,440	5,229.91	26,039	34,634							1,760,318	1,885,703.87
	7,651	9,435.91	1,060	61,650.29	291	482.93	37,423	13,778							73,849	71,599.13
	2,408	8,347.12	834	38,619.56	17	36.38	202	153							3,734,871	3,765,206
	1,431	4,192.53	960	21,897.73	280	454.58									210,897	42,003.06
Total																
	28,498	48,642.57	26,623	1,471,871.53	4,028	6,303.90	80,028	49,465							2,661	26,511.84
															5,792,991	1,526,817.90

* Including 229 letters containing \$3,230.70 relating to "green goods" matter, referred to the Assistant Attorney-General for the Post-Office Department, and unsuceptible of after treatment.

Statement of unmailable, hotel, and fictitious matter received at the Dead-Letter Office during the fiscal year ended June 30, 1890.

Received.	Number.	Disposition.	Number.	Total
Letters—		Letters:		
Held for postage:		Held for postage:		
Foreign address	16, 803	Foreign address, circulars sent to collect postage	5, 404	
Domestic address	81, 158	Official, forwarded	1, 031	
	97, 961	Returned to card address	91, 197	
Misdirected:		Opened		97, 961
Ordinary	493, 046			
Without address	23, 359	Misdirected:		
	516, 405	Turned over to foreign division.	60, 375	
Unmailable coin, etc.	1, 045	Address corrected and forwarded	97, 896	
Hotel:	165, 328	Returned to card address	1, 014	
Fictitious	42, 018	Opened	333, 761	493, 046
Returned, misdirected	18, 618			23, 359
Miscellaneous	3, 290	Without address, opened		1, 045
		Unmailable (containing coin, etc.), opened		
		Hotel:		
		Turned over to foreign division	11, 579	
		Returned to card address	586	
		Opened	153, 163	165, 328
		Fictitious:		
		Returned to card address	465	
		Turned over to foreign division	1, 501	
		Opened	40, 252	42, 018
		Miscellaneous opened		3, 290
		Returned, misdirected, opened		18, 618
Total	844, 665	Total		844, 665
Parcels:		Parcels:		
Held for postage	3, 693	Examined and turned over to other divisions		42, 216
Misdirected	6, 854			
Without address	18, 153			
Containing unmailable articles	12, 216			
Excess of weight and measure	607			
Miscellaneous printed matter	693			
Total	42, 216			
Grand total	886, 881	Grand total		886, 881

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1890.

Received.		Disposition.				
Class.	Number.	Class.	Returned to country of origin.	Delivered to addressees.	Misdirected letters forwarded to corrected address.	On hand.
Registered articles—		Registered letters	17, 587	200	134	509
On hand July 1, 1889	343					
Received during year	18, 087					
	18, 430					
Ordinary letters—		Ordinary letters	503, 531	322	4, 904	3, 525
On hand July 1, 1889	8, 970					
Received during year	503, 313					
	512, 283					
Parcels and printed matter received during year	41, 481	Parcels and printed matter	38, 266	631	2, 548	
Total	572, 194	Total	559, 384	1, 153	7, 022	4, 035

DEAD LETTER OFFICE—DISPOSITION OF FOREIGN MATTER. 1037

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1890.

Class.	Number.
Registered letters.....	1,613
Ordinary letters.....	* 204,877
Parcels and printed matter.....	45,153
Total.....	251,643

* 8,527 postals included.

Table showing class and number of pieces of undelivered matter returned to and received from the following foreign countries.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua.....	2	43	1	46				
Argentine Republic.....	77	751	94	922	1	5,167	61	5,229
Austria-Hungary.....	4,410	29,813	2,060	36,283				
Bahamas.....	4	946		950		179		179
Bangkok, Siam.....		16		16				
Barbadoes.....		221		221	1	229	6	236
Belgium.....	116	2,145	1,040	3,301				
Bermuda.....	7	322	6	335		328	2	330
Bolivia.....		27	1	28		5		5
Brazil.....	62	510	38	610	8	1,173		1,181
British Guiana.....	5	115	2	122		60	219	279
British Honduras.....	1	45		46	5	28	10	43
British India.....	35	775	40	850				
Bulgaria.....	8	41		49				
Canada.....	2,362	90,992	2,076	104,430	374	70,748	8,446	79,568
Ceylon.....		30	2	32				
Chili.....	21	359	12	392		419	89	508
Colombia, Republic of.....	16	323	22	421	8	824	9	841
Costa Rica.....	5	167	7	179	12	374		386
Cuba.....	45	1,605	57	1,707		2,047	218	2,265
Danish West Indies.....	8	165	1	174		145		146
Denmark.....	65	6,609	476	7,150				
Dominica.....		13	1	14		1		1
Ecuador.....	1	59	2	62	3	66		69
Egypt.....	19	189	19	227				
France.....	495	10,773	13,446	24,714		6,463	3,821	10,284
French West Indies.....	1	45		46		7		7
Germany.....	3,086	78,688	3,616	85,390				
Gibraltar.....	8	148	1	157		20		20
Great Britain.....	1,482	108,192	5,744	115,418	680	54,730	7,477	62,887
Greece.....	42	415	23	480				
Grenada.....	1	10	1	12		16		16
Guatemala.....	9	149	25	183		11		14
Hawaii.....	18	681	18	717	21	712		733
Hayti.....	5	78	2	85		144	2	146
Honduras, Republic.....	3	93	5	101	15	374	3	392
Hong-Kong.....	14	268	10	292	1	258	4	263
Italy.....	1,518	44,479	4,030	50,027	178	3,644	2,240	6,062
Jamaica.....	10	370	8	388	2	261		263
Japan.....	41	702	116	859		454	314	768
Java, Neth. Indies.....	8	69	8	85		33	29	62
Liberia.....		26		26		47		47
Luxemburg.....	34	573	10	617				
Malta.....	5	70	3	78				
Mauritius.....	6	40		46				
Mexico.....	126	15,687	106	15,919	160	8,318	218	8,691
Monaco.....	2	27	1	30				
Montserrat.....		2		2		23		23
Netherlands.....	33	2,560	1,286	3,879		489	783	1,272
Neth. West Indies.....	6	73	3	82		60	55	115
Nevis.....		6		6		1		1
Newfoundland.....	14	638	16	667	3	1,783	3	1,789
New South Wales.....	35	938	40	1,013	29	1,236	26	1,291
New Zealand.....	21	643	32	696	6	886	628	1,020
Nicaragua.....	8	161	15	184	1	203	491	695
Norway.....	186	13,309	784	14,229				
Paraguay.....	2	16	1	19				
Persia.....	2	3		5				
Peru.....	4	205	21	230	10	63		73
Philippines.....	2	39	1	42				
Porto Rico.....	5	107	4	116		47		47

Table showing class and number of pieces of undelivered matter returned to and received from the following foreign countries—Continued.

Countries.	Returned to.				Received from.			
	Registered.	Ordinary.	Parcels and printed matter.	Total.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Portugal	217	2,552	222	3,991	25	477	634	1,126
Queensland	12	337	16	365	11	398	25	434
Roumania	61	1,359	18	1,438				
Russia	2,089	28,205	453	30,748				
St. Christopher		60		60		5		5
St. Lucia		15		15		22		22
St. Vincent		21		21		2		2
Salvador Republic	2	27	20	49				
Santo Domingo	3	77	7	87	2	159		161
Serbia	8	9	1	18				
Shanghai, U. S. postal agency	1	11		12				
Society Islands	1	17		18				
Spain	54	919	637	1,610	12	479	522	1,013
Straits Settlements	5	45	1	51		45		45
Surinam	1	17		18				
Sweden	260	36,937	1,076	38,273				
Switzerland	328	5,005	371	5,714				
Tasmania	3	68		71				
Tobago		6		6		33	3	36
Trinidad		98	1	102	1			104
Turkey	31	419	22	472				
Turk's Islands		16		16				
Uruguay	11	106	8	215		718	73	791
Venezuela	4	282	8	294	15	326	1	342
Victoria	32	837	78	942	38	1,240	70	1,348
Postal Union					2	37,183	18,650	55,635
Miscellaneous					6	2,176		2,182
Total	17,587	503,581	38,206	559,384	1,613	204,877	45,153	251,643

Statement showing the classification, number, and disposition of dead registered letters received at the Dead-Letter Office during the fiscal year ended June 30, 1890.

Number and class of letters received.		Disposition.	
Domestic:	Official	Delivered unopened:	18,087
	Ordinary		
	Request		
	Miscellaneous		
Foreign	5,442	Opened	2,479
	18,087		
Total	23,529	Total	23,529

Contents of letters opened.	Number.	Disposition of letters opened.				
		Delivered.	Filed.		Outstanding and on hand.	Total.
			At once.	Returned and filed.		
Money	596	348	17	174	57	596
Postal notes	12	6		6		12
Drafts, money-orders, etc	140	86	2	26	26	140
Photographs, receipts, stamps, etc	239	123	68	23	25	239
Merchandise	363	245	76	24	18	363
Nothing of value	1,129	257	723	107	43	1,129
	2,479	1,065	886	360	168	2,479

MEMORANDUM.

Registered parcels received and contents distributed:

1889-'90	51,539
1888-'89	45,228
Increase	6,311

Statement showing the receipt, treatment, and disposition of parcels in the Dead Letter Office for fiscal year ended June 30, 1890.

RECEIVED.

Addressed parcels:	
Verified with lists and recorded	61,894
Verified with lists and destroyed	4,420
	<u>66,314</u>
Unaddressed parcels:	
Contents verified with lists and recorded	16,767
Total	<u>83,081</u>
Treatment:	
Addressed parcels:	
Forwarded to address or returned to sender	11,923
Delivered to other divisions for disposition	2,333
Destroyed—perishable and matter without value	11,061
Filed—no clue to owner ascertainable	14,026
Notices of detention sent	22,349
Verified with lists and destroyed	4,420
	<u>66,112</u>
Unaddressed parcels:	
Delivered to other divisions	720
Destroyed—perishable and matter without value	783
Filed—no clue to owner ascertainable	15,264
	<u>16,767</u>
Addressed parcels in process of treatment	202
Total	<u>83,081</u>

DISPOSITION.

Delivered:	
Forwarded or returned in treatment	11,923
Forwarded by mail on return of notice, etc	14,335
Forwarded by express on return of notice, etc	765
	<u>27,023</u>
Forwarded from receipts of previous year*	1,533
	<u>28,556</u>
Failed of delivery and returned and filed	984
Delivered or awaiting delivery by postmasters	<u>27,572</u>
Filed:	
Filed—no clue to owner when examined or notices not returned	36,439
Filed—sent to postmasters and returned	984
	<u>37,423</u>
Destroyed:	
From lists	4,420
In treatment	11,844
At owner's request	100
	<u>16,364</u>
Delivered to other divisions	3,053
In process of treatment	<u>202</u>

DISPOSITION OF PARCELS FILED IN DEAD LETTER OFFICE.

Addressed parcels:	
Unclaimed from receipts 1887-'88, prepared for sale of 1890	23,559
Unclaimed from receipts 1888-'89, filed	22,551
Unclaimed from receipts 1889-'90, filed	22,159
Unaddressed parcels:	
Unclaimed from receipts 1889-'90	15,264
Total number parcels on hand	<u>83,533</u>
Disposed of by sale, 1889:	
Parcels unclaimed from 1886-'87 (addressed)	23,227
Parcels unclaimed from 1888-'89 (unaddressed)	15,754
Total number sold	<u>38,981</u>
Proceeds of sale, \$2,766.53.	

* 1,533 parcels delivered were from receipts of previous year.

MEMORANDUM: The statistics of the office show that in 1850 the original receipts were 3,353,651 pieces, and in 1885, 4,710,240 pieces, an increase in the five years of 1,356,589 pieces, or 40 per cent.; and that the receipts of such matter in 1890, as shown by this report, were 6,517,556 pieces, an increase in the five years of 1,807,316 pieces, or 38 per cent., and an increase over 1850—ten years, of 3,163,905 pieces, or 94 per cent.

MEMORANDUM STATEMENT OF MAIL MATTER RECEIVED AND TREATED IN DEAD LETTER OFFICE FOR THE FISCAL YEAR ENDED JUNE 30, 1886, 1887, 1888, 1889, 1890.

Received.	1886.	1887.	1888.	1889.	1890.
Domestic mallable letters:					
Ordinary unclaimed letters.....	3, 562, 741	3, 061, 420	4, 670, 547	4, 656, 968	4, 906, 912
Letters returned from hotels.....	109, 481	118, 445	136, 068	137, 120	153, 746
Letters with fictitious addresses.....	22, 050	23, 504	18, 947	23, 791	40, 717
Letters returned from foreign countries.....	159, 888	161, 392	179, 728	180, 481	196, 350
Ordinary dead letters returned to writers, but undelivered.....	218, 531	239, 816	237, 969	261, 956	167, 990
Domestic unmallable letters:					
Containing unmallable articles.....	1, 389	2, 155	1, 646	1, 308	1, 045
Held for postage.....	119, 365	128, 732	120, 992	109, 993	99, 154
Misdirected or partially addressed.....	822, 708	877, 997	436, 416	455, 421	451, 299
Without address.....	15, 178	19, 110	18, 895	19, 684	23, 359
Miscellaneous.....				5, 567	3, 290
Domestic parcels of third and fourth class matter:					
	81, 221	67, 823	74, 648	76, 088	74, 561
Foreign letters, etc.:					
Letters mailed in foreign countries.....	369, 902	412, 196	499, 881	495, 820	512, 239
Printed matter, samples, etc., foreign mailed.....	30, 008	30, 672	60, 121	38, 983	41, 481
Registered articles:					
Of domestic origin.....	4, 442	4, 388	6, 811	5, 069	5, 442
Of foreign origin.....	11, 421	13, 815	15, 801	17, 247	18, 430
Total.....	5, 019, 803	5, 578, 965	6, 464, 870	6, 479, 293	6, 694, 982

Treatment and disposition of mail matter received and on hand.

Domestic mallable letters:					
Card and request letters delivered unopened.....	61, 348	70, 712	77, 007	68, 034	79, 538
Letters opened.....	3, 788, 234	4, 212, 049	4, 918, 414	4, 928, 084	5, 216, 136
Ordinary letters without valuable inclosures sent to writers and returned on account of failure to deliver, and subsequently destroyed.....	218, 531	239, 816	237, 969	261, 956	167, 990
Domestic unmallable letters:					
Held-for-postage letters forwarded unopened to addresses on receipt of postage.....	4, 371	4, 514	3, 733	3, 783	3, 961
Held-for-postage letters returned to card addresses.....					1, 031
Held-for-postage letters opened.....	114, 731	123, 996	115, 785	104, 858	92, 546
Held-for-postage letters on hand at close of year.....	263	222	230	192	287
Misdirected letters forwarded unopened after correction of address.....	77, 618	83, 702	100, 389	96, 105	97, 896
Misdirected letters returned to card addresses.....					1, 014
Misdirected letters opened.....	245, 088	294, 295	333, 889	358, 299	353, 379
Letters without address opened.....	15, 178	19, 110	18, 895	19, 684	23, 359
Letters containing unmallable matter opened.....	1, 389	2, 155	1, 646	1, 308	1, 045
Miscellaneous unmallable letters opened.....				5, 567	3, 290
Domestic third and fourth class matter:					
Parcels opened and disposed of.....	81, 221	67, 823	74, 648	76, 088	74, 561
Foreign matter:					
Letters returned to country of origin or delivered to addresses.....	369, 902	403, 605	490, 048	495, 850	508, 757
Letters on hand at close of year.....	3, 523	8, 591	9, 833	8, 970	3, 536
Parcels of printed matter, samples, etc., returned unopened or delivered to addresses.....	30, 008	30, 672	60, 121	38, 983	41, 481
Registered articles:					
Domestic—					
Of domestic origin, delivered unopened.....	1, 885	2, 250	2, 546	2, 692	2, 963
Of domestic origin, opened.....	2, 557	2, 138	3, 768	2, 377	2, 479
Foreign—					
Returned to country of origin, or delivered to addresses.....	11, 218	13, 003	15, 420	16, 904	17, 921
On hand at close of year.....	203	312	381	343	509

DEAD LETTER OFFICE—MEMORANDUM.

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Memorandum statement of mail matter received and treated in Dead Letter Office for the fiscal years ended June 30, 1886, 1887, 1888, 1889, 1890—Continued.

DISPOSITION OF MAIL MATTER OPENED.

Received.	1886.	1887.	1888.	1889.	1890.
Delivered:					
Letters containing money.....	12,138	12,725	13,830	14,764	17,008
Letters containing drafts, money-orders, notes, etc.....	18,105	21,868	23,589	22,873	23,779
Letters containing postal-notes.....			8,259	3,148	3,440
Letters containing miscellaneous papers, etc.....	28,135	31,230	36,897	34,207	34,534
Letters containing postage-stamps.....	92,228	98,129	111,623	120,558	152,179
Letters containing nothing of value.....	1,887,350	1,937,926	1,527,291	1,838,768	1,458,483
Photographs.....	25,835	29,465	35,183	36,410	34,856
Parcels of merchandise, books, etc.....	39,443	32,039	36,366	29,775	26,039
Returned to owners, and awaiting evidence of delivery:					
Letters containing money.....	717	906	1,265	1,171	1,431
Letters containing drafts, notes, etc.....	2,327	2,314	930	892	950
Letters containing postal-notes.....			202	193	280
Under treatment, looking to delivery:					
Letters containing money.....	1,036	1,369	2,077	2,152	2,468
Letters containing drafts, money-orders, notes, etc.....				164	834
Letters containing postal-notes.....			13	12	17
Letters containing miscellaneous papers, etc.....				127	153
Letters containing postage-stamps.....				501	668
Letters containing nothing of value.....	20,300	42,978	225,500	18,349	206,491
Photographs.....				112	124
Parcels of merchandise, books, etc.....				409	202
Filed upon failure to deliver subject to reclamation:					
Letters containing money.....	3,980	4,498	5,540	6,925	7,651
Letters containing drafts, notes, etc.....	882	1,371	1,433	1,076	1,060
Letters containing postal-notes.....			223	279	291
Letters containing miscellaneous papers, etc.....	3,338	3,329	1,222	12,015	13,778
Letters containing postage-stamps.....	4,281	5,649	3,130	3,442	4,980
Photographs.....	4,938	5,753	5,148	8,237	7,151
Parcels of merchandise, books, etc.....	41,700	39,601	43,122	41,559	37,423
Unmailable letters.....			4,568	1,642	1,515
Destroyed:					
Letters without inclosures which could not be returned to writers.....	2,053,929	2,464,760	3,413,882	3,508,645	3,784,871
Letters containing pamphlets, fruits, seeds, medicines, etc.....	11,033	9,887	14,314	15,626	16,364
Letters containing postage-stamps.....			4,493	3,233	3,971
Matter returned from foreign countries:					
Registered articles.....	1,786	1,832	1,795	1,814	1,613
Ordinary letters.....	168,888	161,292	173,728	180,481	196,350
Parcels of printed matter, samples, etc.....	32,532	37,451	45,322	44,570	45,153
Postal cards.....	10,100	12,642	6,283	11,616	8,527
Dead registered matter:					
Delivered addressees or restored to senders.....		3,345	5,045	3,817	4,028
Returned to postmasters for delivery and awaiting receipt.....		88	151	184	168
Filed upon failure to discover ownership and awaiting reclamation.....		954	1,115	1,068	1,246

FOREIGN DEAD MAIL MATTER.

Returned to country of origin:					
Registered articles.....	10,777	12,596	15,015	16,514	17,587
Ordinary letters.....	353,204	391,990	477,508	481,622	503,531
Parcels of printed matter, samples, etc.....	23,982	24,944	52,872	35,031	38,266
Delivered to addressees on application:					
Registered articles.....	381	183	210	162	200
Ordinary letters.....	167	203	201	202	322
Parcels of printed matter, samples, etc.....	108	263	556	631	631
Misdirected matter forwarded to corrected addresses:					
Registered articles.....	60	224	195	208	134
Ordinary letters.....	13,008	11,412	12,339	8,166	4,904
Parcels of printed matter, samples, etc.....	5,918	5,465	6,693	3,329	2,584
On hand under treatment at close of year:					
Registered articles.....	203	312	381	343	509
Ordinary letters.....	5,523	8,591	9,833	8,970	3,526

For information respecting the operations and work of the office in detail, covering the fiscal year, attention is respectfully invited to the several foregoing statements and exhibits.

The establishment of upwards of 3,000 new post-offices during the fiscal year for which this report is rendered, increased the number of separate returns of dead mail matter, and the putting into operation of the free-delivery system in fifty or more additional of the larger post-offices greatly increased the number of registered packages by reason of the provisions of the regulations requiring such post-offices to return their unclaimed matter through the registered mails weekly, and involved, besides, the opening and keeping of additional accounts for postage-due matter.

The proper handling, classification, and disposition of this matter for treatment, together with the increase in the general receipts of the office, necessarily increased the record work, all matter other than that without inclosures of obvious value being required to be recorded.

As it is essential that this record work should at all times be promptly and properly executed, in order to facilitate proper investigation and enable trace to be made for missing mail matter inquired for—and for which the inquiries also increase with each year as the public acquires knowledge of the system and care with which such matter is recorded—the force of the returning division was curtailed in order that the record work might be kept in such condition as to properly meet the requirements indicated. For these reasons and the want of sufficient force some reduction in the number of ordinary letters without inclosures returned to the writers necessarily followed, although an excellent and high standard was maintained for the service available.

It will be observed from this report that in the increase in the receipts of the office for the year there was a general increase in the several classes of letters with inclosures, requiring record work and special and more extended treatment than the ordinary class of matter, and that the number of such letters treated and restored to their owners exceeded that of the previous year.

The statistics of the office show that about half of the mail matter received at the Dead-Letter Office for several years was sent from the free-delivery offices alone.

It is nevertheless worthy of note that an increased and more thorough delivery appears in all instances to have followed the establishment of free-delivery offices.

In pursuance of instructions from the Postmaster-General for the ascertainment of the causes which occasion the failure of this large quantity of mail matter to reach intended destination, and its consequent transmittal to the Dead Letter Office, inquiries were directed to the postmasters at all the free-delivery offices requesting their views and inviting suggestions from them as to practical remedies.

The responses to these inquiries were both prompt and general, and gave evidence of much interest in the subject. From a careful analysis under the headings, (1) faults of the public, (2) faults of the service, (3) remedies that could be applied by the public, and (4) remedies that might be applied on the part of the service, it is evident that in the judgment of this large number of postmasters, based upon their own observations and the experience of their offices, the faults which result in the return of so many letters and other articles of mail matter to the Dead-Letter Office are due in very small measure only to any deficiency of administration in the postal service, and are attributable chiefly to carelessness on the part of the public and to conditions over which the Post Office Department has no control.

Incorrect, illegible, and deficient addresses are given as leading causes which occasion the failure of mail matter to reach its proper destination.

In the case of matter mailed to cities or free-delivery offices, failure to give street or number, business or occupation, inability to find transient people, and their neglect to give forwarding orders for their mail, negligence of permanent or temporary residents to notify the carriers or post-office of change of address, and failure of new-comers to furnish the post-office with their names and addresses, operate to prevent delivery. It is to these causes, mainly, that the non-delivery of mail matter is attributable, and the remedy lies with the people.

It is rare that any substantial loss occurs except through the carelessness of correspondents, and if those who use the mails would conform to the plain requirements of the Postal Regulations, and would place the name and address of the sender, either printed or written, upon all matter mailed, few letters or other articles of mail matter would go astray. The exercise of the latter precaution, which is easy of observance, would avoid delay and annoyance to senders of mail matter, and obviate, in part, the necessity for a Dead-Letter Office.

All the people are not well informed as to the requirements of the postal laws and regulations; but the Department is sparing no effort to place prominently before the public aids to a better and easier understanding of the postal rates, conditions of weights, size, mailability, etc.

If provision could be made whereby the essential features of the postal laws and regulations directly of interest to and affecting the public in the use of the mails, together with practical instructions and suggestions which would serve and promote the dispatch and delivery of mail matter, could be disseminated through the public schools, doubtless good results would inure therefrom both to the public and to the service.

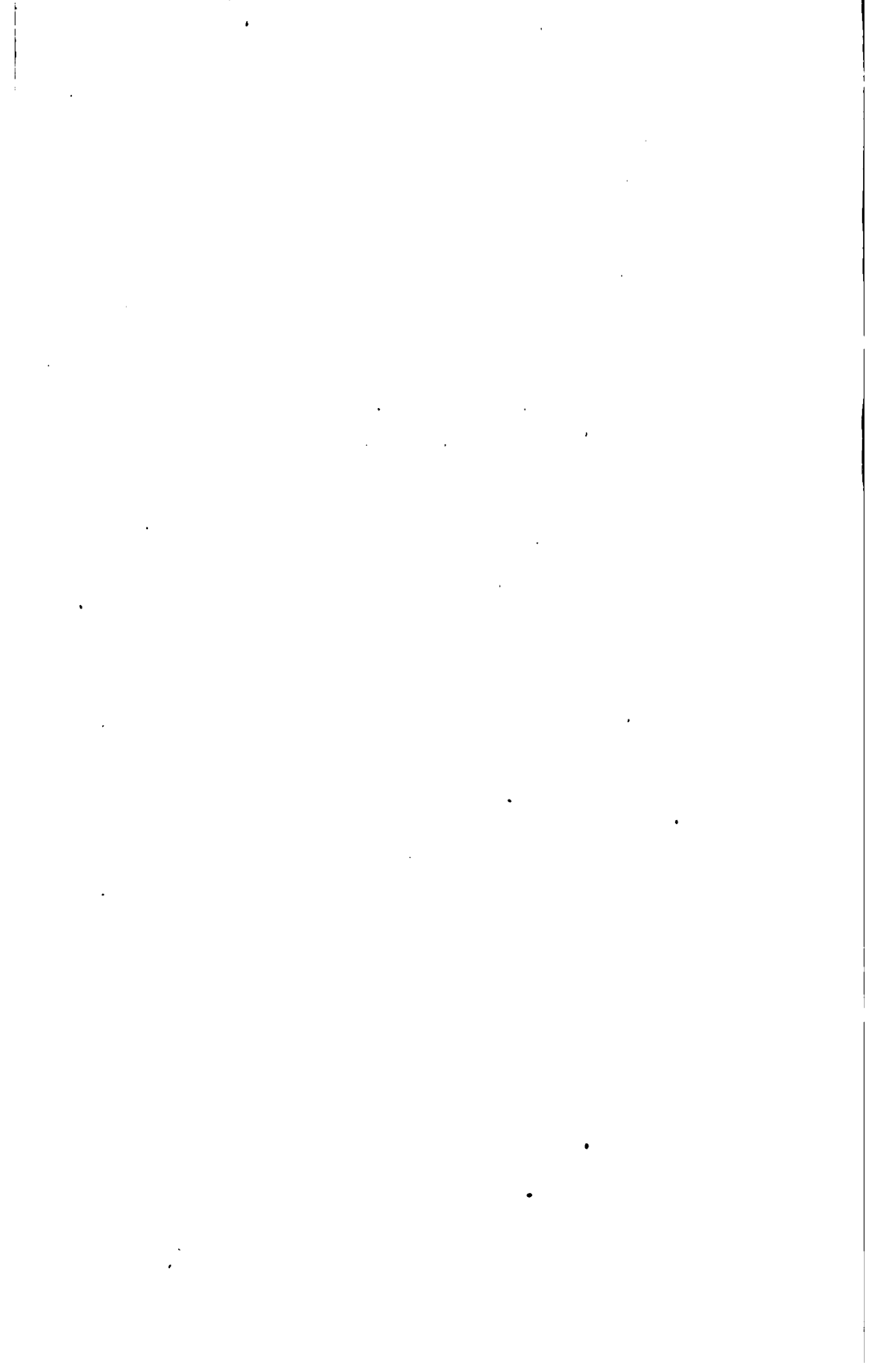
Whether there is any field for such effort may be attested by the statistics embraced in the annual reports of this office from time to time, and from the evidences of the carelessness or the want of thought or information on the part of the users of the mails, which may be seen from the displays in the museum of the office, and the catalogues of the annual public sales of matter accumulated in the Dead-Letter Office.

It affords me pleasure to make acknowledgment of the cordial and earnest co-operation and support of the chief clerk, the chiefs of the several divisions, and the employés of the office generally, and to commend their faithful service and general efficiency in the line of their respective duties.

I have the honor to be, very respectfully, your obedient servant,

D. P. LEIBHARDT,
Superintendent.

Hon. JOHN WANAMAKER,
Postmaster-General.



ANNUAL REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1890.



REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 20, 1890.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department, as shown by the accounts of this office, for the fiscal year ended June 30, 1890. All expenditures on account of service of last and prior fiscal years are stated to September 30, 1890, as in former reports.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1890.

Postal revenues of the year ended June 30, 1890.....	\$60,882,097.92
Expenditures to September 30, 1890.....	65,930,717.11
Excess of expenditures over all revenues	5,048,619.19
Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenue under section 2 of the act approved March 2, 1889. (Statutes, vol. 25, chapter 374, page 845).....	4,500,000.00
Excess of expenditures over grants.....	548,619.19
Amount of balances due from late postmasters closed by—	
Suspense.....	\$1,884.41
Bad debts.....	10,589.37
Compromise debts	10,840.74
Net loss by suspense, bad, and compromise debts.....	23,314.52
Amount to be placed with the Treasurer	571,933.71

Service of the fiscal year 1889.

Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenue under section 2 of the act approved July 24, 1888. (Statutes, vol. 25, chapter 702, page 347)	\$1,500,000.00
Amount to be placed with the Treasurer of the United States, as shown by the report for the fiscal year 1889. \$728,832.32	
Expended from October 1, 1889, to September 30, 1890.....	268,485.15
	997,317.47
Balance available on account of the fiscal year 1889.....	502,682.53
	1047

Service of the fiscal year 1888.

Balance available September 30, 1889	\$109,926.30	
Amount placed with the Treasurer to the credit of the Department, being grant from the general Treasury in aid of the postal revenues under section 2 of the act approved March 3, 1887. (Statutes, vol. 24, chapter 388, page 570).....	100,000.00	\$209,926.30
Expended from October 1, 1889, to September 30, 1890.....		38,823.47
Balance to be placed in the general Treasury		171,102.83

NOTE.—By virtue of joint resolution, public No. 28, approved July 2, 1890, \$99,439.07 of the above balance (\$171,102.83), unexpended for the service of the fiscal year 1888, is available until June 30, 1891, for the payment of claims of letter-carriers for compensation for extra time in the months of May and June, 1888, made under the provisions of an act entitled "An act to limit the hours that letter-carriers in cities shall be employed per day. Approved May 24, 1888."

Service of the fiscal year 1887.

Balance unexpended October 1, 1889, certified to the general Treasury, report 508, warrant No. 2921, Washington, dated January 9, 1890		\$324,963.09
Compensation of postmasters and late postmasters re-adjusted and allowed under act March 3, 1883:		
Amount available October 1, 1889		21,420.65
Expended from October 1, 1889, to September 30, 1890.....		16,197.69
Balance unexpended September 30, 1890.....		5,222.96

GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1890.....		60,882,097.92
Expenditures for the service of 1890.....	\$65,930,717.11	
Expenditures for the service of 1889.....	268,485.15	
Expenditures for the service of 1888.....	38,823.47	
Expenditures for the service of 1882 and prior years (claim of Gardner B. Hubbard).....	5,324.42	
Expenditures for the service of 1886 and prior years for salaries of postmasters and late postmasters re-adjusted under act March 3, 1883.....	16,197.69	
Total expenditures to September 30, 1890		66,259,547.84
Excess of expenditures over revenue		5,377,449.92
Amount due from late postmasters on accounts closed by suspense.....	\$1,884.41	
Amount due from late postmasters on accounts closed by bad and compromise debts.....	21,430.11	
Net loss by suspense, bad debts, and compromise debts		\$23,314.52
Excess of expenditures.....		5,400,764.44
Grants from the general Treasury:		
Under act of March 3, 1887	\$100,000.00	
Under act of July 24, 1888	1,500,000.00	
Under act of March 2, 1889	4,500,000.00	
Total grants		6,100,000.00
Excess of grants over expenditures.....		699,235.56

Amount of grant to the general Treasury to repay, of the postal deficiency appropriation for 1887, the sum drawn in excess of actual deficiency (paid to the Treasurer by warrant No. 2921, dated January 9, 1890)	\$324,963.09
Net excess of grants over expenditures	374,272.47
The balance standing to the credit of the general revenue account September 30, 1889	3,161,543.21
Balance standing to the credit of the general revenue account September 30, 1890	3,535,815.68
Of which there was due by late postmasters, in suit	309,332.78

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Department from postages, being aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended—	
September 30, 1889	\$8,538,954.40
December 31, 1889	10,183,011.21
March 31, 1890	10,217,921.87
June 30, 1890	9,502,311.11
Total	38,442,198.59

The number of quarterly returns of postmasters received and audited, on which the above sum was found due the United States, was:

For the quarter ended—	
September 30, 1889	59,022
December 31, 1889	60,140
March 31, 1890	61,380
June 30, 1890	62,385
Total	242,927

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper-wrappers, letter-sheets and postal-cards sold was:

For the quarter ended—	
September 30, 1889	\$13,096,494.83
December 31, 1889	14,981,723.01
March 31, 1890	15,167,827.10
June 30, 1890	14,405,679.64
Total	57,651,724.58

LETTER POSTAGE.

The amount of postage paid in money was

\$108,731.32

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts:

Great Britain and Ireland	\$51,109.88
Japan	1,559.21
Canada	28,736.54
Spain	12,381.90
Venezuela	859.90
Mexico	6,135.31
Switzerland	680.20
Hawaii	1,700.00
New South Wales	496.51
Bahama	290.13

Included in the above amount are the following sums paid by foreign countries in the adjustment of their accounts—Continued.

Queensland	\$75. 67
Victoria	309. 07
Jamaica	1, 010. 57
Nicaragua	148. 55
	<hr/>
	\$105, 493. 44

Balance collected by postmasters..... 3, 237. 5

The following balances were paid and charged to the appropriations for balances due foreign countries:

Service of 1890:

Germany	\$18, 581. 47
International Bureau	698. 79
Italy	8, 486. 29
Belgium	11, 864. 91
Denmark	12, 448. 80
Norway	561. 28
Sweden	3, 346. 45
The Netherlands	1, 235. 19
Newfoundland	2, 131. 70
Bulgaria	549. 86
	<hr/>
Total for 1890	\$59, 904. 74

Service of 1889:

France	\$13, 000. 00
Austria	1, 785. 95
	<hr/>
Total for 1889	14, 785. 95
Aggregate amount paid	74, 690. 69

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

For the regular supply of mail routes	\$29, 377, 984. 77
For the supply of special offices	42, 840. 13
For the supply of mail-messenger offices	970, 016. 60
For the salaries of railway postal clerks	5, 571, 323. 54
For the salaries and expenses of the superintendents of the railway-mail service	74, 538. 15
	<hr/>
Total	36, 036, 703. 19

FOREIGN MAIL TRANSPORTATION.

New York, Great Britain, and Ireland, and countries beyond, via Great Britain	\$198, 357. 47
New York, Great Britain, and Germany, and countries beyond	207, 001. 49
Philadelphia, Great Britain, and Ireland .....	. 60
New York, Norway	1. 26
Boston, Great Britain, and Ireland	1, 449. 48
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, West Indies, Central and South America, Mexico, etc.	81, 452. 63
Boston, Nova Scotia	1, 213. 26
Upper Pacific coast	606. 25
San Francisco, China, Japan, Farther India, Australia, and South Sea Islands	70, 063. 66
	<hr/>
Total foreign mail	560, 171. 10
Total transportation accrued	36, 596, 874. 29

The amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was	\$309,538.95
The amount of fines and deductions remitted was	22,564.79
Net amount of fines and deductions	\$286,972.16
Net amount of "transportation accrued"	36,309,902.13
The amount paid during the year was	34,049,085.48
Excess of "transportation accrued"	2,260,816.65

PACIFIC RAILROAD SERVICE.

Included in the above amount of "transportation accrued" are the following balances for the transportation of the mails over Pacific railroads, which have been certified to the Register of the Treasury; the amount is not charged to the appropriation for "inland transportation railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1890—	
Union Pacific Railway Company (old Union Pacific Railway line) aided	\$422,623.56
Union Pacific Railway Company (old Kansas Pacific line) aided	62,003.71
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided	250,042.00
Central Pacific Railway Company, aided	305,839.05
Sioux City and Pacific Railway Company, aided	9,450.50
	<u>\$1,055,963.82</u>
Use of postal cars, 1890—	
Union Pacific Railway Company (old Union Pacific Railway line) aided	83,906.25
Union Pacific Railway Company (old Kansas Pacific line) aided	9,850.00
Lines operated, leased, or controlled by the Union Pacific Railway Company, non-aided	7,893.09
Central Pacific, aided	48,618.85
Sioux City and Pacific Railway Company, aided	1,204.51
	<u>151,472.70</u>
Regular service, 1889—	
Union Pacific Railway Company (old Union Pacific Railway line) aided	168.76
Union Pacific Railway Company (old Kansas Pacific line) non-aided	409.37
	<u>578.13</u>
	<u>1,208,014.65</u>
Amounts previously reported "certified to the Register of the Treasury" charged back by order of the Secretary of the Treasury. (See letter of June 20, 1890.)	
Regular service, 1890: Central Pacific Railway Company, aided	34.72

STATEMENT OF PAYMENTS TO AND COLLECTIONS FROM LATE POSTMASTERS.

Amount collected during the year from late postmasters ..	\$86,211.14
Amount charged to suspense	5,139.27
Amount charged to bad and compromise debts	21,716.23
	<u>\$113,066.64</u>
Amount paid during the year to late postmasters	116,507.97
Amount credited to suspense	4,048.01
Amount credited to bad and compromise debts	286.12
	<u>120,842.10</u>
Amount remaining due postmasters becoming late during the fiscal year ended June 30, 1890	69,357.24

STATEMENT OF POSTAL ACCOUNTS OF LATE POSTMASTERS IN SUIT ON JUNE 30, 1890.

Amount of postal accounts of late postmasters in suit on June 30, 1889	\$297,396.27	
Amount of postal accounts of late postmasters submitted for suit during fiscal year ended June 30, 1890.....	27,494.74	\$324,891.01
Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1890	2,955.22	
Amount of postal accounts of late postmasters otherwise settled during fiscal year ended June 30, 1890.....	12,603.01	15,558.23
Balance of postal accounts of late postmasters remaining in suit on June 30, 1890		309,332.78
Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts during the fiscal year ended June 30, 1890.....		1,332.94

The tables accompanying this report, numbered as follows, show in detail the transactions of the fiscal year :

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1890.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1890.

No. 3.—Statement, by States, of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1890.

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1890.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "miscellaneous items, office of the Postmaster General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "miscellaneous expenses of the First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "miscellaneous items, office of the Third Assistant Postmaster-General."

No. 9.—Comparative statement of the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1890.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1890.

No. 12.—Statement showing the number and amount of international money-orders issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1890.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1890.

No. 14.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1890.

No. 15.—Statement showing the money-order transactions with the assistant United States treasurer at New York, N. Y., during the fiscal year ended June 30, 1890.

No. 16.—Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1890.

No. 17.—Recapitulation of net revenue for the fiscal year ended June 30, 1890.

No. 18.—Statement of assets and liabilities June 30, 1890.

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1890.

No. 20.—Weight of letters, newspapers, etc., sent by sea from the United States to European countries during the fiscal year ended June 30, 1890.

No. 21.—Weight of letters, newspapers, etc., sent by sea from the United States to countries and colonies other than European of the Universal Postal Union during the fiscal year ended June 30, 1890.

No. 22.—Weights of retransported foreign closed mails and cost of carriage of same by steam-ship companies.

Very respectfully,

T. B. COULTEE,
Auditor.

HON. JOHN WANAMAKER,
Postmaster-General.

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1890.

Accounts.	Quarter ended—				Aggregate.
	Sept. 30, 1889.	Dec. 31, 1889.	Mar. 31, 1890.	June 30, 1890.	
Letter postage.....	\$28,180.72	\$76,521.76	\$7,113.96	\$1,908.97	\$108,725.41
Box-rents and branch offices ..	547,159.57	559,147.53	570,782.88	580,415.77	2,257,505.70
Fines and penalties	5,455.44	342.77	492.95	519.10	6,810.26
Postage-stamps, stamped envelopes, letter sheets, wrappers, and postal-cards.....	13,096,494.83	14,981,728.01	15,167,827.10	14,405,679.64	57,651,724.58
Dead letters.....	2,938.07	3,657.81	2,610.39	3,104.46	12,310.73
Revenue from money-order business.....	182,817.69	247,609.99	200,220.70	193,571.86	824,220.24
Miscellaneous.....	6,720.80	5,350.57	4,010.84	4,718.79	20,801.00
Total.....	13,864,767.12	15,874,853.44	15,953,058.77	15,189,918.59	60,882,097.92

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department under their several heads for the fiscal year ended June 30, 1890.

Appropriations.	Quarter ended—				Expended on account of 1890.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1889.	Dec. 31, 1889.	Mar. 31, 1890.	June 30, 1890.			
Compensation of postmasters.	\$3,282,635.36	\$3,447,086.23	\$3,546,061.59	\$3,474,409.61	\$13,783,085.69	\$5,720.58	\$13,788,816.27
Compensation of clerks for post-offices.	1,559,266.36	1,606,068.17	1,663,418.06	1,667,190.75	6,515,943.23	6,459.84	6,521,403.07
Packing boxes, etc.	392.50	26.00	694.78	421.20	1,413.48		1,413.48
Compensation of letter-carriers, and incidental expenses.	1,961,209.64	1,963,208.47	2,001,351.03	2,030,073.81	7,975,845.35	1,068.91	7,977,514.26
Printing facing slips, cards, labels, blanks, etc.	11,715.09	1,139.44	12,101.00	1,928.76	6,355.26		5,355.26
Wrapping paper.	13,367.08	13,074.20	20,502.67	22,104.68	49,898.78		49,898.78
Twine.	11,234.60	23,889.93	20,502.67	22,104.68	78,033.88		78,033.88
Postmarking and canceling stamps.	6,063.06	9,038.09	6,038.60	11,103.31	33,294.68		33,294.68
Letter-balances, scales, and test weights.	6,134.15	8,273.45	6,038.60	542.00	14,980.20		14,980.20
Rent, light, and fuel for first and second class post-offices.	130,206.71	138,972.71	137,242.15	152,648.05	576,068.62		576,068.62
Rent, light, and fuel for post-offices of the third class.	84,294.90	115,634.68	106,633.06	115,082.11	425,164.15		425,164.15
Stationery for post-offices.	16,851.59	10,128.86	19,114.19	11,673.45	51,971.09		51,971.09
Miscellaneous, office First Asst. P. M. Gen'l, including office furniture.	4,742,877.33	4,787,684.90	4,841,123.91	4,716,078.43	19,087,274.57	198,810.60	19,286,085.17
Inland mail transportation—railroad.	72,835.43	72,867.64	73,835.42	72,773.45	282,971.93		282,971.93
Inland mail transportation—steam-boat.	1,212,600.68	1,338,341.76	1,325,875.45	1,344,014.48	5,320,782.37		5,320,782.37
Inland mail transportation—star.	119,283.03	106,090.72	104,804.09	114,160.80	444,343.64		444,343.64
Transportation by postal cars.	633,000.29	641,797.63	554,967.01	574,386.18	2,363,151.01		2,363,151.01
Compensation of railway post-office clerks.	1,830,203.48	1,865,536.34	1,406,929.41	1,440,175.12	5,562,844.35		5,562,844.35
Compensation of mail messengers.	237,846.17	241,234.69	244,902.58	251,119.51	974,660.78		974,660.78
Mail locks and keys.	28,060.40	61,593.54	4,581.76	992.57	8,831.42		8,831.42
Mail bags and catches.	5,451.67	1,807.52	80,104.38	89,675.48	160,143.80		160,143.80
Repair shop for mail-bags, etc.	83.95	1,807.52	750.00	1,633.99	9,646.18		9,646.18
Miscellaneous—Second Assistant Postmaster-General.	48,965.87	50,985.41	44,408.50	47,837.08	191,827.86		191,827.86
Mac-declatations and post-office inspectors.	38,289.24	36,771.23	44,180.28	36,633.25	155,874.00		155,874.00
Postage-stamps.	1,974.95	1,896.90	2,076.56	2,170.00	8,117.41		8,117.41
Distribution of postage-stamps.	196,471.31	224,657.34	225,124.23	207,098.07	892,351.00		892,351.00
Stamped envelopes, newspaper wrappers, and letter-sheets.	3,638.00	3,600.00	3,400.00	3,802.00	15,360.00		15,360.00
Distribution of postal-cards.	1,963.28	3,756.85	39,481.68	43,718.84	156,066.80		156,066.80
Registered packages, tag, and official and dead letter envelopes.	26,426.46	24,078.07	31,065.40	26,493.54	107,843.50	11.60	107,812.50
Ship, steam-boat, and way letters.	28,426.46	308.82	31,065.40	26,493.54	107,843.50		107,812.50
Engraving, printing, and binding warrants and drafts.	1,963.28	3,756.85	39,481.68	43,718.84	156,066.80		156,066.80
Miscellaneous—Third Assistant Postmaster-General.	1,963.28	3,756.85	39,481.68	43,718.84	156,066.80		156,066.80
Advertising.	4,210.34	3,835.67	4,704.87	4,782.18	17,508.93	143.17	17,652.10
Miscellaneous—office of Postmaster-General.	15.18	236.60	541.00	70.25	922.93		922.93
Foreign mail transportation.	132,966.19	151,717.80	142,449.49	135,654.87	563,104.85		563,104.85
Balances due foreign countries.					74,090.00		74,090.00
Special delivery.	32,060.75	30,161.11	34,605.05	38,569.33	141,025.25		141,025.25
Compensation of postmasters re-adjusted under act of March 3, 1889.					16,197.00		16,197.00
Claim of Gardner B. Hubbard as railroad commissioner (act Mar. 3, 1885).					5,394.42		5,394.42
Total.	16,099,821.71	16,544,890.20	16,787,515.30	16,656,960.90	65,960,717.11	329,830.78	66,290,547.89

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1890.

States and Territories.	Receipts.			Expenditures.					Total ex- penditures.	Excess of expend- itures over receipts.	Excess of receipts over ex- penditures.
	Letter post- age.	Waste paper and twine.	Box rents and branch offices.	Postage- stamps, envelopes, and postal- cards.	Total re- ceipts.	Compensa- tion of postma- sters.	Clerks for offices, rent, light, and fuel, and inol- dental ex- penses of post-offices.	Compensa- tion of letter-car- riers.	Compensa- tion of postal rail- way clerks, and mail messengers.	Trans- por- tation by States.	
Alabama.....	\$0.67	\$22,771.52	\$22,771.52	\$464,005.04	\$415,806.87	\$214,309.14	\$46,331.49	\$25,004.98	\$43,364.59	\$474,163.07	\$238,400.20
Alaska.....		2,003.83		2,003.83	2,344.08	1,919.09	53,421.42		83.61	18,681.24	18,681.24
Arizona.....		62,922.28	70,855.76	36,459.09	36,459.09	36,459.09	3,422.94	17,408.15	253.22	178,714.61	153,189.56
Arkansas.....		55.29	104,730.08	369,599.89	885,945.84	191,159.08	5,422.94	257,904.91	60,000.83	288,616.21	500,678.91
California.....	38.06	168.21	55,244.10	1,645,245.19	1,706,168.94	384,299.12	87,464.09	54,407.87	150,247.23	945,494.82	1,112,911.83
Colorado.....		18.46	48,339.22	620,054.61	668,418.20	170,449.93	37,451.54	132,088.96	64,388.90	463,716.01	862,744.87
Connecticut.....		177.08	55,244.10	994,299.14	1,050,798.33	234,898.94	38,105.69	9,584.48	62,837.48	397,706.69	843,413.89
Dakota.....	33	179.14	39,902.07	466,868.81	506,450.35	248,646.45	10,897.61	16,376.48	45,623.33	341,159.40	918,700.51
Delaware.....		23.16	2,874.26	131,218.88	134,917.27	37,179.39	243,439.10	118,828.99	210,499.04	38,780.85	179,549.00
District of Columbia.....		2,387.19	5,830.22	493,210.28	446,437.69	7,132.87	28,475.17	18,081.59	47,499.47	641,879.01	184,497.72
Florida.....	1.80	9.57	16,915.70	805,917.71	822,844.78	145,412.73	28,475.17	18,081.59	164,780.77	692,318.09	254,153.10
Georgia.....	20.61	631.26	20,174.74	751,431.78	773,248.39	243,901.47	75,503.00	71,574.94	164,780.77	692,318.09	254,153.10
Idaho.....	12.14	4.18	8,127.67	86,900.66	95,044.65	52,701.37	8,980.64		247.96	115,614.45	174,654.25
Illinois.....		2,264.04	152,654.22	5,061,822.59	5,219,740.86	890,771.85	763,978.36	699,378.44	598,002.79	1,676,853.85	539,314.69
Indiana.....	24	463.86	72,082.64	337,545.84	410,043.08	467,816.49	182,177.85	137,818.98	176,978.57	64,296.04	64,296.04
Indian Ter.....		16.87	5,800.78	52,315.96	58,186.63	50,768.19	8,771.78		295,722.61	123,911.42	519,412.58
Iowa.....	9.72	419.07	117,833.87	522,438.41	640,792.50	692,435.96	171,464.52	190,330.04	295,722.61	123,911.42	519,412.58
Kansas.....		104.07	90,690.92	1,118,439.04	1,210,249.00	493,404.09	106,618.32	91,506.14	70,890.39	649,685.41	683,632.06
Kentucky.....		182.82	27,704.13	868,283.29	896,066.04	287,169.78	90,783.64	86,892.65	70,890.39	649,685.41	683,632.06
Louisiana.....		133.62	17,763.03	612,788.04	630,713.39	134,598.35	90,570.50	86,892.65	70,890.39	649,685.41	683,632.06
Maine.....		283.96	34,764.99	697,157.53	692,018.99	266,557.85	107,997.79	51,693.85	60,044.68	285,491.23	242,708.77
Maryland.....		293.99	12,438.35	913,798.81	926,532.05	168,234.83	180,042.71	228,514.28	100,515.63	685,563.23	843,708.77
Massachusetts.....	45	1,015.00	148,947.24	3,875,981.87	4,025,984.71	489,410.76	188,109.37	267,715.61	365,068.17	585,977,562.21	751,848.17
Michigan.....		763.64	106,235.77	1,815,865.46	1,921,965.32	559,645.78	198,045.78	393,718.54	185,498.49	988,754.54	1,098,335.24
Minnesota.....	10.27	438.06	16,911.69	347,464.63	364,800.54	190,513.35	22,997.50	14,320.77	177,767.49	499,455.74	698,925.24
Mississippi.....		14.22	18,011.69	247,464.63	265,744.20	308,778.36	144,010.06	14,320.77	177,767.49	499,455.74	698,925.24
Missouri.....	64	1,033.22	70,763.36	654,297.44	624,064.66	490,392.60	19,792.88	829,682.92	28,900.87	131,125.91	263,862.91
Montana.....		60.40	26,771.43	183,788.62	230,570.45	80,290.45	16,792.88	829,682.92	28,900.87	131,125.91	263,862.91
Nebraska.....		122.78	65,866.96	928,181.23	993,960.97	387,792.85	30,037.39	71,606.82	159,012.95	120,726.65	167,778.86
Nevada.....		7.59	7,596.50	55,359.57	62,956.07	80,997.33	7,083.09		4,493.18	124,265.68	167,778.86
New Hampshire.....		49.68	22,283.08	398,909.97	421,208.73	168,773.49	31,981.80	40,010.35	20,532.50	134,064.14	306,381.78
New Jersey.....		44.70	44,670.42	1,220,738.59	1,265,068.53	482,139.74	138,998.66	2,026,268.00	37,757.74	124,175.01	1,633,386.75
New Mexico.....	5.59	16.73	9,141.14	87,200.98	96,364.44	71,453.45			31,185.68	182,560.49	200,672.99
New York.....		4,194.70	212,726.87	10,681,569.60	10,894,231.17	1,112,880.43	894,212.71	1,883,786.94	546,088.23	1,961,963.67	472,532.94
North Carolina.....		82.80	15,254.01	445,868.22	461,197.03	235,925.10	57,833.96	14,025.00	44,941.78	104,898.92	283,518.76

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1890—Continued.

States and Territories.	Receipts.				Expenditures.					Total ex- penditures.	Excess of expend- itures over receipts.
	Letter post- age.	Waste paper and twine.	Box rents and branch offices.	Postage- stamps, stamped en- velopes, and postal- cards.	Total re- ceipts.	Compensa- tion of postmas- ters.	Clerks for offices, rent, light, and fuel, and inci- dental ex- penses of post-offices.	Compensa- tion of letter-car- riers.	Compensa- tion of postal rail- way clerks, and mail messengers.			Trans- por- tation by States.
Ohio.....	\$1,513.42	\$123,203.89	\$3,506,022.07	\$3,630,739.38	\$785,008.45	\$481,504.79	\$462,025.16	\$831,366.34	\$3,076,554.81	\$5,591,029.55	\$1,960,290.17
Oregon.....	22.04	24,400.74	333,849.91	358,272.69	117,768.19	28,109.52	16,307.50	53,183.71	327,475.65	544,874.57	186,601.88
Pennsylvania.....	1,395.40	145,066.37	5,301,481.82	5,447,943.59	1,066,967.80	709,656.07	1,023,199.56	428,744.42	1,466,846.34	4,695,414.29	\$752,870.30
Rhode Island.....	1,233.80	21,890.92	385,985.53	418,006.31	59,824.02	46,633.40	77,865.40	9,405.70	63,853.70	297,312.22	160,688.09
South Carolina.....	37.15	9,875.95	314,291.49	324,174.59	138,305.69	26,115.83	36,843.37	68,197.51	337,329.22	566,791.92	272,617.33
Tennessee.....	154.22	10,039.06	781,751.53	800,944.81	242,972.62	79,888.96	67,783.07	157,364.32	825,768.85	873,730.30	72,785.49
Texas.....	166.29	68,644.71	1,137,669.82	1,206,480.82	445,969.18	113,450.49	80,113.00	181,165.27	1,062,189.10	1,902,837.04	696,356.22
Utah.....	25.08	11,839.48	160,609.13	172,453.69	50,711.30	16,005.72	7,750.48	16,099.67	173,638.62	264,206.29	91,742.60
Vermont.....	72.20	22,278.22	863,044.04	885,394.46	163,103.18	27,365.36	25,495.62	20,302.61	162,020.03	386,906.75	13,512.29
Virginia.....	247.44	31,693.73	868,537.09	899,632.48	118,243.86	39,303.78	24,514.65	13,124.58	284,699.66	479,896.52	80,254.04
West Virginia.....	67.56	10,539.76	330,715.48	341,322.80	168,476.40	23,048.48	17,008.29	24,870.37	228,099.72	461,502.16	120,179.36
Wisconsin.....	288.41	60,816.35	1,255,423.92	1,323,532.38	407,969.63	131,125.74	142,891.60	95,890.09	768,044.08	1,573,471.03	250,938.65
Wyoming.....	1.00	6,357.59	66,316.61	72,674.90	35,774.22	6,283.08	2,613.78	6,669.00	186,365.54	227,676.62	165,001.72
Total.....	100,10,735,392	256,578	23,57,646,528	13,741,773.07	13,741,773.07	7,811,855.95	947,223.88	5,545,340.14	29,377,984.77	65,424,177.81	12,181,286.89
Add miscellaneous items.....	.....	100.00	927.47	5,196.48	6,224.55	11,322.63	10,968.10	28,621.47	.....	.....	2,060,963.24
Deduct miscellaneous items.....	.....	.....	.....	.....	.....	.....	.....	.....	7,833.03	2,104,049.40	2,060,963.24
Grand total.....	100,10,735,392	256,578	23,57,646,528	13,741,773.07	13,741,773.07	7,811,855.95	947,223.88	5,545,340.14	29,377,984.77	65,424,177.81	12,181,286.89

NOTE.—The above additions and deductions result from various journal entries made during the year, which change the original amounts charged and credited to the "revenue" and "expenditure" accounts. The deductions from "transportation" include the amount of "Pacific railroad" accounts certified to the Treasury but withheld from payment.

No. 3.—Statement of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1890—Continued.

Items of expenditure of a general nature not embraced in statement by States.		Items of receipt of a general nature not embraced in statement by States.	
Amount paid for foreign mails and expenses of Government agents.....	\$563,106.86	Receipts on account of dead letters.....	\$12,810.73
Balance paid foreign countries.....	59,904.74	Receipts on account of fines and penalties.....	6,810.26
Ship, steam-boat, and way letters (included in above amounts).....		Revenue for money-order business.....	824,280.24
Wrapping paper.....	49,898.78	Letter postage.....	108,623.22
Trunkage.....	2,878.50	Excess of expenditures over receipts.....	5,048,619.19
Engraving, printing, and binding drafts and warrants.....	4,182.92		
Artists.....	118,588.14		
Mailbags and catchers.....			
Salary and expenses of assistant superintendents of the Railway Mail Service.....	74,538.15		
Mail locks and keys.....	8,831.42		
Postmarking and canceling stamps.....	83,294.63		
Letter balances.....	191,827.86		
Expenses of postage stamps, stamped envelopes, wrappers, and cards.....	14,969.29		
Dead-letter, official, and registered package envelopes.....	1,194,967.68		
Sundry and miscellaneous payments.....	1,107,813.50		
Excess of expenses brought down.....	64,635.24		
	3,434,023.11		
Total.....	6,001,550.65	Total.....	6,001,550.65

No. 4.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1890.

Title of appropriation.	Amount appropriated (including special acts and deficiencies.)	Expended.	Balance unexpended.
Compensation of postmasters.....	\$13,000,000.00	\$13,753,095.67*	
Compensation of clerks for post-offices.....	6,550,000.00	6,515,943.23	\$34,056.77
Compensation of clerks for post-offices for unusual business.....			
Compensation of letter-carriers and incidental expenses.....	8,000,000.00	7,975,845.35	24,154.65
Packing-boxes, hardware, etc.....	3,000.00	1,413.48	1,586.52
Printing facing slips, labels, blanks, etc.....	7,000.00	5,355.26	1,644.74
Wrapping-paper.....	50,000.00	49,898.78	101.22
Twine.....	85,000.00	78,033.88	6,966.12
Post-marking and canceling stamps.....	35,000.00	33,294.68	1,705.32
Letter-balances, scales, and test weights.....	15,000.00	14,989.20	10.80
Rent, light, and fuel for first and second-class post-offices.....	610,000.00	579,069.62	30,930.38
Rent, light, and fuel for post-offices of the third class.....	505,080.00	422,164.15	82,915.85
Stationery for post-offices.....	57,500.00	51,971.09	5,528.91
Miscellaneous offices of First Assistant Postmaster-General, including office furniture.....	110,000.00	103,130.61	6,869.39
Inland mail transportation:			
Railroad.....	19,646,980.94	19,087,274.57	559,706.37
Railroad, special facilities, etc.....	295,655.38	292,971.93	2,683.45
Star.....	5,650,000.00	5,320,732.37	329,267.63
Steam-boat.....	462,689.79	444,343.64	18,346.15
Transportation by postal-cars.....	2,260,000.00	2,203,151.01	56,848.99
Compensation of railway post-office clerks.....	5,800,000.00	5,562,844.25	237,155.75
Compensation of mail-messengers.....	1,000,000.00	974,880.76	25,119.24
Mail locks and keys.....	15,000.00	8,831.42	6,168.58
Mail bags and catches.....	225,000.00	160,143.80	64,856.20
Repairs for mail-bags, etc.....	10,000.00	9,646.18	353.82
Miscellaneous, Second Assistant Postmaster-General.....	1,000.00	519.09	480.91
Mail depredations and post-office inspectors.....	200,000.00	191,827.86	8,172.14
Postage-stamps.....	165,474.00	155,874.00	10,000.00
Distribution of postage-stamps.....	9,000.00	8,117.41	882.59
Stamped envelopes, newspaper-wrappers, and letter-sheets.....	868,351.00	852,351.00	16,000.00
Distribution of stamped envelopes, newspaper-wrappers, and letter-sheets.....	16,000.00	15,360.00	640.00
Postal cards.....	228,781.00	158,056.80	72,724.20
Distribution of postal-cards.....	7,800.00	7,208.47	591.53
Registered package, tag, and official and dead-letter envelopes.....	109,745.00	107,843.50	1,901.50
Ship, steam-boat, and way letters.....	2,500.00	1,211.84	1,288.16
Engraving, printing, and binding drafts and warrants.....	3,000.00	2,878.50	121.50
Miscellaneous, Third Assistant Postmaster-General.....	1,000.00	90.18	909.82
Advertising.....	18,000.00	17,126.76	873.24
Miscellaneous, office of Postmaster-General.....	1,500.00	922.62	577.38
Foreign-mail transportation.....	655,000.00	563,166.85	91,833.15
Balance due foreign countries.....	100,000.00	59,904.74	40,095.26
Special delivery.....	141,502.26	141,502.26	
Compensation postmasters—re-adjusted, act Mar. 3, 1883.....			
United States delegates to Vienna Postal Congress.....	5,000.00		5,000.00

* Excess of expenditures, \$153,095.69.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "Miscellaneous, office of the Postmaster-General."

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1889.			
July 23	C. Reeser, jr.....	Expenses incurred while on official business to Baltimore, Md., to inspect lithographic stones, per order No. 136, dated July 12, 1889, of the Postmaster-General.	\$2.60
Aug. 7	G. G. Howland, treasurer, New York Herald.	Subscription for paper from June 30 to July 31, 1889.	1.00
Aug. 29	J. B. Minick.....	Expenses incurred while on an official visit to Baltimore, Md., and Newark, Del., per order Postmaster-General.	4.06
Oct. 9	W. H. Morrison.....	Books furnished to the office of the Assistant Attorney-General for the Post-Office Department, as per voucher on file.	95.75

No. 5.—*Statement in detail of miscellaneous payments, etc.*—Continued.

AMOUNTS PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1889.			
Dec. 31	The V. G. Fischer Art and Stationery Co.	Lefort's Remarque Artist Proof of Washington, and frame, per order of the Postmaster-General.	\$175.00
1890.			
Feb. 13	T. H. Gardner	Scribner's Black Atlas, furnished for use of First Assistant Postmaster-General, as per voucher on file.	23.50
Apr. 16	Callaghan & Co.	One volume of "Meehan Public Officers," furnished for the use of law clerk in Post-Office Department, as per voucher on file.	6.00
May 14	Wm. Ballantyne & Son	Rowell's Newspaper Directory, furnished for the use of the office of the Postmaster-General, as per voucher on file.	5.00
May 23	William H. Briggs, treasurer of the Lawyers' Co-operative Publishing Co.	Books No. 1 and 2, No. 6 of book 2, and Nos. 3, 4, 6, and 7, and parts of No. 5, of L. R. A., furnished for office of Assistant Attorney-General for the Post-Office Department, per orders of the Postmaster-General.	35.75
May 23	David M. Stone, proprietor of the Journal of Commerce.	For subscription from May 11, 1889, to May 11, 1890, as per vouchers on file.	15.00
May 29	D. H. Bates	Expenses incurred for traveling, hotel bills, clerical work, etc., in gathering information in connection with the subject of Government telegraph rates from August 1, 1889, to January 31, 1890, by order of the Postmaster-General.	500.00
June 4	George P. Rowell & Co.	One copy of the American Newspaper Directory, for 1889, as per voucher on file.	5.00
June 27	Theodore Davenport	Expenses incurred June 21, 1890, while on a visit to Philadelphia, Pa., by direction of the Postmaster-General, to endeavor to make a more favorable arrangement for the sale of waste paper of the Post-Office Department.	10.25
July 2	Charles L. Condit	Volumes Nos. 1, 2, and 3 of Century Directory, in cloth, as per voucher on file.	30.00
July 5	Cyrus M. Allen	Subscription to New York Sun, Herald, and Philadelphia Press from January 1 to June 30, 1890, as per vouchers on file.	15.00
	Total		922.93

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to miscellaneous and incidental items, office of the First Assistant Postmaster-General.*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1889.			
Nov. 23	Albert H. Scott	Expenses incurred as a member of the Chicago, Ill., postal commission, appointed by the Postmaster-General to examine into and report upon the needs of the said office.	\$133.00
Nov. 26	Henry H. Muller	Expenses incurred while on a visit on official business to Washington, by order of the Postmaster-General.	41.50
1890.			
Feb. 1	Albert H. Scott	Expenses incurred while on an official visit to New York and Philadelphia, as per vouchers on file.	8.70
Feb. 26	James Maynard	Expenses incurred while on an inspection of the post-office at Baltimore, Md., in compliance with Special Order No. 84 of the Postmaster-General.	3.33
Apr. 3	J. S. Clarkson	Expenses incurred while on an official visit to inspect and report upon the Chicago, Ill., and other post-offices, by direction of the Postmaster-General.	86.10
	do	Services and expenses incurred at the request of the Postmaster-General by H. C. Payne, as a member of the postal commission which examined the postal services at Chicago, Ill., in August and September, 1889.	126.00
May 28	Albert H. Scott	Expenses incurred while traveling under instructions of the Postmaster-General.	22.40
	Total		421.03

No. 6.—*Statement in detail of miscellaneous payments, etc.—Continued.*

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current for incidental office expenses, such as repairs, gas-fixture, telegrams, etc.:

Third quarter, 1889	\$19, 628. 88
Fourth quarter, 1889	22, 353. 96
First quarter, 1890	29, 343. 31
Second quarter, 1890	23, 559. 45
Total	194, 885. 60
Amount paid by warrant	\$421. 03
Less amount counter entry, post-office inspectors' fares	53. 45
	367. 58
Amount paid and charged "Miscellaneous, Office First Assistant Postmaster-General"	105, 251. 18

No. 7.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "Miscellaneous items, office of the Second Assistant Postmaster General."*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1889.			
Aug. 12	E. D. S. Tyler	Expenses incurred while on an official visit to New York, to investigate and report upon the quantity of bags on hand in the New York post-office.	\$6. 70
Aug. 21	John McDonald and Henry Stuart	Expenses incurred while detailed on special duty by the Second Assistant Postmaster-General assorting bags in the New York bag depository.	13. 25
Sept. 16	H. O. Edmonds	Expenses incurred while visiting Grand Rapids, Mich., for the purpose of examining mail-messenger service, by order of the Second Assistant Postmaster-General.	30. 90
Sept. 19	R. I. Eckerson	Expenses incurred in traveling to Philadelphia, Pa., to confer with the manager of New York, Philadelphia, and Norfolk Railroad Company in regard to schedule of trains, by order of Second Assistant Postmaster-General.	8. 00
Sept. 27	Robert Cullen	Expenses incurred while traveling to Cincinnati, Ohio, for the purpose of inspecting the post-office building as to its adaptability as a store-house for supplies for railway-mail and post-office purposes.	25. 00
Nov. 26	R. D. S. Tyler	Expenses incurred while traveling to examine the repair-shop at Chicago, Ill., and pouches at Rochester, N. Y.	20. 30
Dec. 10	George V. Crouse	Expenses incurred while on a visit to Rochester, N. Y., for the purpose of inspecting leather horse-bags, as per vouchers on file.	11. 51
1890.			
Jan. 7	Thomas Cahill	For service on proposals, from December 16 to 28, 1889, 11 days, at \$2.40 per day, per order of December 31, 1889.	26. 40
Jan. 8	Caroline Glick	For services feeding press and folding bids, from December 6, 1889, to January 8, 1890, 17 days, at \$2 per day.	34. 00
Feb. 18	Hon. S. A. Whitfield	Expenses incurred while visiting New York and Philadelphia on business for mail-bag and mail-lock repair-shop.	17. 35
Mar. 18	A. B. Maze	Expenses incurred while inspecting sacks under contract of F. Colt Johnson, as per vouchers on file.	8. 25
Apr. 10	Edward H. Mix	Expenses incurred while on an official visit to New Britain, Conn., to engage one or more looksmiths for the mail-bag repair-shop, by order of the Second Assistant Postmaster-General.	23. 18
Apr. 14	Hon. S. A. Whitfield	Expenses incurred while on a visit to New York on business relative to the transfer of the United States mails from the depot to the city post-office.	20. 85
Apr. 20	Caroline Glick	For services feeding press with bids, from April 11 to 14, 1890, 3 days, at \$2 per day.	6. 00
May 9	R. D. S. Tyler	Expenses incurred while on a visit to New York for the purpose of urging the contractor to be more prompt in the delivery of mail-bags.	17. 55

No. 7.—Statement in detail of miscellaneous payments, etc.—Continued.

AMOUNT PAID BY WARRANT—Continued.

Date.	To whom allowed.	For what object.	Amount.
1890.			
May 31	William J. Pollock.....	Expenses incurred on journey connected with the postal service under orders of the Second Assistant Postmaster-General dated May 1, 1890.	\$117.40
June 21	Henry J. Europe.....	Expenses incurred while on an official visit to Mobile and elsewhere under order of May 29, 1890, to examine into the condition of mail-boxes and mail-bags at said offices.	91.05
July 3	Edward H. Mix.....	Expenses incurred while on a visit to New Britain, Conn., to confer with foundry companies in regard to the casting of brass shackles for locks.	19.40
July 28	A. B. Maze.....	Expenses incurred while inspecting jute sacks under instructions from the office of the Second Assistant Postmaster-General dated July 12, 1890.	7.00
		Total.....	519.99

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1890, and charged to "Miscellaneous items," Office of the Third Assistant Postmaster-General.

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1890.			
Jan. 21	Hon. A. D. Hazen.....	Expenses incurred while on a trip on official business to the postage-stamp agency at New York, postal-card agency at Birmingham, Conn., and stamped-envelope agency at Hartford, Conn., from January 5 to 12, 1890.	\$57.30
June 20	....do.....	Expenses incurred while on a trip on official business to the postage-stamp agency at New York, and stamped-envelope agency at Hartford, Conn., from June 6 to 12, 1890.	32.85
		Total.....	90.15

No. 9.—Comparative statement of receipts and expenditures of the Post Office Department from July 1, 1836, to June 30, 1890.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837.....	\$4,945,668.21		\$4,945,668.21	\$3,288,319.03
1838.....	4,238,733.46		4,238,733.46	4,430,682.21
1839.....	4,484,656.70		4,484,656.70	4,636,536.31
1840.....	4,543,521.92		4,543,521.92	4,718,525.64
1841.....	4,407,726.27	\$482,657.00	4,890,383.27	4,499,527.61
1842.....	4,546,849.65		4,546,849.65	5,674,751.86
1843.....	4,296,225.43		4,296,225.43	4,374,753.71
1844.....	4,237,267.83		4,237,267.83	4,296,512.70
1845.....	4,289,841.80		4,289,841.80	4,320,731.99
1846.....	3,487,199.35	750,000.00	4,237,199.35	4,076,026.91
1847.....	3,880,809.23	12,500.00	3,892,809.23	3,979,542.10
1848.....	4,555,211.10	125,000.00	4,680,211.10	4,326,880.27
1849.....	4,705,176.28		4,705,176.28	4,479,048.13
1850.....	5,499,984.86		5,499,984.86	5,212,953.43
1851.....	6,410,604.33		6,410,604.33	6,278,401.68
1852.....	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853.....	5,240,724.70	2,225,000.00	7,465,724.70	7,982,756.59
1854.....	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855.....	6,642,136.18	3,114,542.26	9,756,678.39	9,968,342.29
1856.....	6,920,821.66	3,748,881.56	10,669,703.22	10,405,289.36
1857.....	7,353,951.76	4,528,004.67	11,881,956.43	11,502,067.93
1858.....	7,486,792.66	4,679,270.71	12,166,063.37	12,722,470.01
1859.....	7,968,484.07	3,915,946.49	11,884,430.56	11,458,063.63
1860.....	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861.....	8,349,296.40	4,630,806.53	12,980,102.93	13,606,759.11
1862.....	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863.....	11,163,749.59	1,007,848.72	12,171,598.31	11,314,207.84
1864.....	12,438,253.78	749,980.00	13,188,233.78	12,641,786.29
1865.....	14,566,158.70	3,968.46	14,560,127.16	13,694,728.28
1866.....	14,436,986.21		14,436,986.21	15,552,079.30
1867.....	15,297,028.87	3,991,666.67	19,288,695.54	19,235,483.46
1868.....	16,292,600.80	5,606,525.00	21,899,125.80	22,730,592.65
1869.....	18,344,510.72	5,707,115.30	24,051,626.02	23,698,131.50
1870.....	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.61
1871.....	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.00
1872.....	21,915,428.37	4,933,750.00	26,909,178.37	26,658,192.31
1873.....	22,996,741.57	5,690,475.00	28,687,216.57	29,084,945.67
1874.....	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.52
1875.....	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876.....	28,634,197.50	5,088,583.03	33,722,780.53	33,263,467.58
1877.....	27,531,586.26	7,013,300.00	34,544,886.26	33,486,322.44
1878.....	29,277,516.95	5,307,752.82	34,585,169.77	34,185,064.49
1879.....	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880.....	33,315,479.34	3,597,717.20	36,913,196.54	36,542,903.68
1881.....	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882.....	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883.....	45,508,692.61	21,416.85	45,530,109.46	43,222,944.43
1884.....	43,325,258.81	140,690.79	43,465,949.60	47,324,560.57
1885.....	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886.....	43,948,422.95	8,751,070.73	52,699,493.68	51,604,743.80
1887.....	48,837,609.39	4,746,167.00	53,583,776.45	53,006,194.39
1888.....	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1889.....	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890.....	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ALABAMA.											
Anniston.....	2	\$14,414.31	\$2,300.00	\$1,500.00	\$383.29	\$73.13	\$938.94	\$5,246.36	\$9,167.95	36	
Athens.....	3	2,018.33	1,000.00	.....	99.85	1.44	.....	1,101.29	917.04	54	
Beesmer.....	3	5,490.43	1,500.00	225.00	208.50	4.48	.....	1,937.98	3,552.45	35	
Birmingham.....	1	66,084.67	3,100.00	9,738.80	2,240.00	262.22	6,708.33	22,050.34	44,044.33	33	
Decatur.....	1	4,157.78	1,700.00	500.00	388.50	4.32	.....	2,607.82	1,594.96	62	
Demopolis.....	3	632.71	275.00	25.00	20.00	.....	.....	320.00	212.71	62	
Enfola.....	3	6,348.01	1,700.00	600.00	335.45	6.48	.....	2,641.93	3,677.08	42	
Florence.....	3	8,204.90	1,700.00	225.00	248.85	12.34	.....	2,186.19	6,018.71	27	
Gadsden.....	3	5,087.43	1,600.00	200.00	184.25	5.84	.....	2,092.09	3,085.34	39	
Greensborough.....	3	2,800.31	1,200.00	.....	76.18	96	.....	1,277.14	1,523.17	46	
Greenville.....	3	3,540.86	1,400.00	200.00	152.54	2.80	.....	1,755.34	1,785.52	50	
Huntsville.....	2	9,846.87	2,000.00	675.00	240.00	22.80	.....	2,837.80	6,909.07	30	
Marion.....	3	3,234.51	1,300.00	76.00	170.85	1.36	.....	1,548.81	1,686.23	48	
Mobile.....	3	47,974.98	3,000.00	8,600.00	.....	283.49	9,725.55	21,550.04	26,415.94	45	
Montgomery.....	1	37,261.42	2,800.00	5,317.06	.....	124.82	6,210.27	13,452.15	23,809.27	36	
New Decatur.....	3	2,965.35	793.10	300.00	.....	1.28	.....	1,200.85	1,764.40	41	
Opolka.....	3	4,973.14	1,600.00	250.00	101.57	9.68	.....	2,101.31	2,871.83	43	
Pratt Mines.....	3	2,098.91	1,000.00	.....	124.78	24	.....	1,125.02	973.89	54	
Selma.....	2	13,684.71	1,875.00	2,100.00	771.50	33.00	2,872.10	7,151.09	6,533.02	52	
Sheffield.....	3	4,452.77	1,200.00	75.00	126.64	5.04	.....	1,405.63	3,047.09	31	
Talladega.....	3	5,101.31	1,000.00	600.00	285.22	8.72	.....	2,498.84	2,607.37	49	
Troy.....	3	3,771.55	1,400.00	500.00	213.00	4.40	.....	2,137.40	1,634.15	57	
Tuscaloosa.....	3	6,437.43	1,800.00	418.98	814.65	3.28	.....	2,567.91	3,869.52	60	
Tusculum.....	3	2,883.30	1,200.00	230.00	142.60	2.88	.....	1,595.48	1,287.82	55	
Tuskegee.....	3	2,425.37	1,100.00	.....	89.00	4.16	.....	1,193.16	1,232.21	49	
Union Springs.....	3	2,564.49	1,100.00	200.00	140.50	2.98	.....	1,413.48	1,151.01	56	
Uniontown.....	3	2,188.96	1,000.00	.....	67.50	.....	.....	1,067.50	1,121.46	49	
Total.....	.....	270,525.84	42,248.10	82,638.84	7,367.95	832.23	26,007.18	108,062.30	162,463.54	40	
ARIZONA.											
Flagstaff.....	3	2,687.86	1,200.00	.....	178.50	40	.....	1,378.90	1,308.96	51	
Phoenix.....	3	8,535.05	2,000.00	1,500.00	593.67	4.32	.....	4,103.99	4,431.06	48	
Prescott.....	3	5,240.83	1,700.00	600.00	56.00	.....	.....	2,864.08	2,376.75	45	
Tombstone.....	3	8,897.41	1,900.00	800.00	311.41	88	.....	2,212.29	1,685.12	57	
Tucson.....	3	8,034.91	1,900.00	600.00	860.00	72	.....	2,860.72	5,174.19	36	
Total.....	.....	28,416.06	8,400.00	3,000.00	1,503.58	7.12	.....	12,912.70	15,503.36	45	
											Delinquent third quarter, 1889.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ARKANSAS.											
Arkadelphia.....	3	\$5,397.44	\$1,400.00	\$162.00	\$122.25	\$3.04	.....	\$1,687.29	\$1,710.15	50	
Batesville.....	3	3,109.88	1,300.00	899.96	156.29	4.72	.....	1,990.97	1,243.88	60	
Bentonville.....	3	2,510.55	1,300.00	200.00	109.50	1.92	.....	1,611.42	1,399.13	64	
Camden.....	3	3,699.20	1,400.00	500.00	218.17	3.53	.....	2,131.69	1,477.51	59	
Dardanelle.....	3	2,186.54	1,000.00	.....	132.75	.96	.....	1,333.71	862.83	61	
Eureka Springs.....	3	5,899.65	1,800.00	900.00	320.50	6.83	.....	3,027.32	2,872.33	51	
Fayetteville.....	3	5,320.83	1,700.00	500.00	44.90	5.68	.....	2,360.58	3,069.95	43	
Forest City.....	3	2,790.91	1,200.00	100.00	156.63	2.00	.....	1,458.63	1,332.28	52	
Fort Smith.....	2	16,460.53	2,400.00	7,729.67	139.78	13.50	\$2,570.77	8,224.04	3,236.49	50	In Government building.
Holena.....	3	8,820.03	1,600.00	397.05	212.35	2.72	.....	2,644.64	6,175.39	30	
Hope.....	2	3,804.87	1,400.00	390.00	1,123.40	1.92	.....	1,015.07	1,689.60	53	
Hot Springs.....	2	16,720.14	2,400.00	2,788.05	1,192.35	3.76	4,671.86	10,968.83	5,731.31	66	
Jonesborough.....	3	3,460.22	1,300.00	100.00	1, 80.83	108.42	7,465.52	18,965.40	1,975.53	43	
Little Rock.....	2	47,627.63	3,000.00	8,851.46	.....	2.83	.....	1,438.94	23,541.60	40	Do.
Malvern.....	3	2,870.83	1,100.00	199.29	136.52	2.83	.....	1,424.79	961.09	61	
Morrilton.....	3	2,714.66	1,200.00	100.00	123.75	1.04	.....	1,280.87	1,280.87	52	
Newport.....	3	3,122.74	1,400.00	200.00	195.00	3.84	.....	1,798.84	1,323.90	58	
Paragould.....	3	2,566.25	1,100.00	.....	149.75	2.80	.....	1,252.55	1,343.70	48	
Pine Bluff.....	2	43,635.09	2,300.00	.....	925.00	1.54	1,800.00	8,226.54	5,408.55	60	
Prescott.....	3	2,786.52	1,100.00	200.00	123.82	2.16	.....	1,425.98	890.54	62	
Rogers.....	3	702.79	248.33	46.85	49.72	.56	.....	445.46	257.33	63	
Russellville.....	3	2,156.71	1,000.00	100.00	117.00	3.24	.....	1,220.24	936.47	57	Presidential from March 8, 1890.
Searcy.....	3	2,919.38	1,200.00	199.99	175.35	1.84	.....	1,077.18	1,342.20	54	
Texarkana.....	3	7,243.17	1,800.00	1,200.00	352.00	8.48	.....	3,360.48	3,882.69	46	
Van Buren.....	3	4,171.10	1,500.00	200.00	164.65	7.84	.....	1,872.79	2,298.31	45	
Total.....		169,323.00	37,248.33	23,677.86	5,640.66	263.07	16,808.15	83,618.07	85,698.53	49	
CALIFORNIA.											
Alameda.....	3	12,114.66	1,900.00	.....	201.00	47.76	.....	2,148.76	9,965.90	18	
Anahem.....	3	2,145.00	1,100.00	.....	196.99	.88	.....	1,300.87	844.13	61	
Arvada.....	3	1,994.80	1,000.00	200.00	148.75	2.48	.....	1,451.23	643.57	73	
Ataborn.....	3	4,578.68	1,600.00	180.00	313.75	4.88	.....	2,098.63	2,480.05	46	
Bakersfield.....	3	5,528.34	1,600.00	.....	261.70	2.48	.....	1,567.18	3,659.16	24	
Benicia.....	3	3,167.74	1,400.00	200.00	216.40	3.04	.....	1,819.54	1,348.20	57	
Berkeley.....	3	5,884.62	1,700.00	.....	258.00	16.00	.....	1,971.00	3,913.62	33	
Calistoga.....	3	2,715.83	1,100.00	250.00	150.75	1.02	.....	1,511.67	1,204.16	54	
Chico.....	3	8,976.61	1,800.44	100.00	364.47	8.06	.....	1,517.99	6,678.62	20	Delinquent July 1 to August 31, 1890.
Clovis.....	3	1,978.27	1,100.00	400.00	137.15	.56	.....	1,632.71	345.56	83	
Colton.....	3	2,563.31	1,400.00	200.00	241.00	.24	.....	1,841.74	661.57	74	

Coburn	3,932.36	1,500.00	400.00	197.10	4.56	2,101.66	1,830.70	53	Presidential from August 1, 1889.
Coronado	3,745.21	1,282.07		171.00	20	1,433.07	2,292.14	29	Presidential from July 15, 1889.
Cotton	2,864.33	1,300.00		24.50		1,433.30	1,539.03	40	
Dalton	1,282.86	2,000.00	1,000.00	136.30	16.96	3,000.96	6,183.94	86	
Durke	9,630.84	2,500.00	3,000.00	390.00	2.00	8,177.61	12,067.83	38	
Ely	20,265.46	1,400.00		150.42	82	2,630.61		40	
Gilroy	3,135.65	1,400.00	150.00	180.60		2,100.32	1,563.23	50	Delinquent third quarter, 1889.
Grass Valley	3,688.26	1,200.00		84.61	8A	1,883.49	1,437.94	60	
Hanford	3,082.24	1,100.00		136.00	4.72	1,243.72	1,096.75	45	
Hayward	2,654.12	1,000.00		103.50	3.44	1,706.94	1,410.40	47	
Healdsburg	4,164.39	1,600.00		201.20	1.28	1,702.43	2,397.45	42	
Hollister	3,354.16	1,500.00		124.76	6.10	1,235.24	1,633.68	51	Presidential from August 1, 1889.
Jackson	1,877.22	1,915.76	183.32	312.86	5.12	1,517.89	1,650.98	54	Presidential from October 9, 1889.
Jay	2,806.68	1,300.00		65.35		68,298.86	29,433.91	73	
Long Beach	1,084.16	3,300.00	20,802.20	2,670.25	805.73	1,713.53	2,005.92	70	
Los Angeles	97,754.27	1,500.00		170.25	3.28	3,517.85	1,004.94	60	
Los Angeles	3,679.45	1,200.00	150.00	163.50	4.43	3,784.51	5,503.41	41	
Martinez	2,522.92	2,000.00	1,300.00	435.00	29.51	2,071.47	2,685.38	44	
Marysville	9,269.92	1,600.00	150.00	318.75	2.72	2,738.94	3,024.90	42	
Merced	4,766.85	1,600.00	200.00	274.00	4.90	1,728.34	1,800.78	71	Presidential from November 7, 1889.
Modesto	5,262.90	1,700.00		13.09	5.04	1,653.79	1,558.98	50	
Monrovia	1,029.12	1,714.41		258.75		1,812.31	5,362.47	41	
Monterey	3,122.77	1,800.00		312.31		2,327.84	2,129.17	32	
Napa City	9,474.78	1,400.00	1,500.00	164.00	1.43	4,082.50	2,777.77	64	
National City	2,434.85	1,600.00	500.00	158.25	1.98	4,082.50	27,438.35	60	
Nevada City	4,467.11	1,600.00	10,937.25	1,513.34	805.36	2,340.41	1,946.85	55	Deficiency \$69.53.
Oakland	68,500.92	3,200.00		178.75		11,944.48	4,294.74	37	
Oakland	2,068.73	1,200.00	100.00	188.00	4.12	2,300.37	1,066.03	48	
Orange	1,767.49	1,200.00	500.00	236.25	18.03	2,300.37	1,830.68	65	
Oroville	4,289.36	1,600.00	5,170.90	360.00	2.90	2,300.37	2,343.29	62	
Pasadena	11,814.92	2,500.00		360.00	10.56	2,327.81	2,373.05	56	Presidential from April 1, 1890.
Petaluma	6,731.22	1,800.00	300.00	282.25		1,138.19	633.15	36	
Petaluma	3,960.36	1,400.00	600.00	282.25	11.46	2,812.56	6,664.60	36	
Pomona	5,514.04	2,000.00	1,300.00	360.40	3.68	28,721.56	29,987.37	41	
Red Bluff	6,231.29	2,100.00	1,300.00	490.00	4.72	1,870.47	2,897.10	41	
Redding	4,710.86	1,600.00	450.00	277.25	12.82	4,560.40	6,615.37	45	
Redlands	1,145.65	256.00		182.00	18.43	10,801.48	10,129.84	46	
Redwood City	3,163.93	1,000.00		135.00	4,948.10	300,804.66	389,373.78	44	In Government building.
Riverside	10,497.35	2,000.00	1,600.00	135.00	226.56	20,571.90	16,294.25	52	
Sacramento	64,389.73	3,100.00	9,300.00	2,437.70	14.24	2,710.34	3,730.76	52	
St. Helena	4,579.60	1,600.00	100.00	182.25	10.64	1,090.46	2,170.40	47	Presidential from September 1, 1889.
Salinas	4,707.90	1,600.00		242.75	7.68	3,804.82	3,648.48	53	
San Bernardino	11,584.77	2,400.00	2,367.03	186.55					
San Diego	23,925.44	2,000.00	1,824.64	1,260.00					
San Francisco	696,120.22	6,000.00	135,933.33	4,122.48					
San Joaquin	1,838.31	1,100.00		144.75					
San Jose	36,819.05	1,600.00	5,000.00	1,697.30					
San Luis Obispo	6,471.10	1,800.00	600.00	226.10					
San Pedro	4,568.66	1,000.00	150.00	220.84					
San Rafael	7,828.91	2,000.00	1,500.00	306.84					
Santa Ana	7,552.98	2,000.00	1,500.00	306.84					

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
CALIFORNIA—continued.											
Santa Barbara.....	2	\$11,650.84	\$2,400.00	\$1,783.52	\$0.25	\$10.48	\$4,104.25	\$7,456.59	36	Presidential from October 1, 1889.
Santa Clara.....	3	4,289.81	1,500.00	1,300.00	113.84	7.60	.....	1,821.44	2,468.37	42
Santa Cruz.....	2	11,574.68	2,200.00	1,300.00	498.02	17.01	.....	4,016.06	7,558.62	35
Santa Maria.....	3	2,698.08	1,200.00	.....	152.25	.40	.....	842.65	1,845.43	52
Santa Monica.....	3	2,698.08	1,200.00	152.25	1,860.52	1,443.56	58	Presidential from June 9, 1890.
Santa Paula.....	2	105.00	60.44	.....	.....	.08	.....	60.52	44.48	58
Santa Rosa.....	2	10,474.72	2,200.00	1,300.00	400.00	31.45	\$1,423.10	5,854.64	5,120.08	51	
Selma.....	3	3,236.38	1,300.00	.....	181.00	1.28	.....	1,482.28	1,754.10	46
Sonoma.....	2	2,083.40	1,000.00	122.50	1.38	1,123.86	959.54	54	Delinquent second quarter, 1890.
Sonora.....	3	2,544.63	1,200.00	300.00	184.00	1.04	.....	1,683.04	859.59	66
Stockton.....	2	24,077.26	2,600.00	3,300.00	142.18	.....	6,084.26	12,126.44	11,950.82	50
Truckee.....	3	1,902.21	825.00	162.25	.....	.....	.....	1,007.25	804.96	53
Tulare.....	3	6,137.07	1,700.00	283.50	8.68	1,987.18	3,149.89	39	Presidential from March 1, 1890.
Ukiah.....	3	3,586.32	1,400.00	200.00	206.50	2.32	.....	1,408.82	1,777.50	50
Vacaville.....	3	2,961.71	1,300.00	.....	187.50	.48	.....	1,487.88	1,476.73	50
Valejo.....	3	6,800.79	1,800.00	100.00	258.85	7.00	.....	2,185.91	4,614.88	32
Ventura.....	3	6,009.24	1,700.00	300.00	50.90	8.04	2,053.94	2,555.30	45	Delinquent from March 1, 1890.
Viesalia.....	3	6,835.33	1,800.00	300.00	360.00	8.16	.....	2,468.16	4,367.17	36
Watsonville.....	3	4,812.12	1,600.00	.....	307.50	8.44	.....	1,910.94	2,831.18	39
Willow.....	3	2,866.22	1,200.00	75.00	140.00	1.81	.....	1,416.84	1,449.38	49
Woodland.....	3	7,677.94	1,800.00	150.00	410.00	8.64	2,838.64	5,309.30	31	Presidential from March 1, 1890.
Yreka.....	3	2,823.26	1,400.00	300.00	168.00	.....	.....	1,666.00	957.26	66
Yuba City.....	3	468.92	336.11	83.33	38.60	.16	.....	408.20	60.72	87
Total.....	.....	1,375,813.92	38,135.43	234,822.77	29,840.64	7,768.91	257,946.55	688,034.30	707,770.62	48
COLORADO.											
Akron.....	3	6,880.67	1,300.00	25.00	198.78	1.84	1,526.62	4,853.05	24	Delinquent July 1 to August 25, 1890.
Alamosa.....	3	2,067.56	1,000.00	250.00	190.79	.....	.....	1,740.79	1,356.77	56
Aspen.....	2	13,177.44	1,950.00	1,356.52	342.72	65.73	1,853.62	5,088.59	8,068.85	39	
Black Hawk.....	3	1,868.63	1,000.00	.....	135.00	1.44	.....	1,136.44	762.19	60
Boulder.....	3	8,201.63	1,300.00	400.00	435.00	14.96	2,749.66	5,451.96	34	Delinquent from April 20, 1890.
Brookridge.....	3	2,973.32	1,300.00	.....	201.00	3.12	.....	1,504.12	1,009.20	54
Brown Village.....	3	2,972.86	1,300.00	200.00	166.28	2.40	.....	1,681.65	1,254.20	57
Canon City.....	3	4,308.91	1,800.00	250.00	333.19	10.88	.....	2,384.07	4,036.84	37
Central City.....	3	4,300.26	1,600.00	300.00	292.50	5.28	2,107.78	2,192.48	51	Presidential from April 20, 1890.
Colorado City.....	3	448.90	214.56	.....	30.82	.56	.....	215.94	200.96	65
Colorado Springs.....	2	30,569.93	2,700.00	8,300.00	1.00	110.37	8,711.60	9,092.96	20,448.57	32	
Denver.....	3	230,437.66	2,600.00	86,472.00	10,277.57	3,637.99	36,836.54	90,024.10	169,463.56	26	
Durango.....	3	6,773.47	1,800.00	400.00	306.00	6.24	.....	2,566.24	4,207.23	38

		Presidential from June 1, 1890.										Presidential from February 1, 1890.											
		37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56		
Fort Collins	3	6,327.55	1,700.00	300.00	344.00	6.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Georgetown	3	3,628.38	1,500.00	200.00	294.00	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glenwood Springs	3	5,679.03	1,700.00	200.00	358.50	2.88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Golden	3	3,506.30	1,500.00	.....	254.55	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Junction	3	4,634.55	1,400.00	299.89	42.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greeley	2	9,374.00	2,000.00	1,300.00	600.00	19.46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gunnison	3	3,450.10	1,500.00	600.00	221.56	3.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Holyoke	3	151.81	84.90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Idaho Springs	3	4,500.11	1,500.00	100.00	269.00	6.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
La Junta	3	2,717.05	1,200.00	200.00	149.25	1.12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lamar	3	2,196.60	1,400.00	344.99	230.15	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Las Animas	3	2,103.34	1,300.00	.....	126.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Leadville	2	2,200.68	2,000.00	6,428.62	346.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Longmont	3	4,776.88	1,600.00	100.00	283.75	4.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Loveland	3	2,620.09	1,200.00	200.00	182.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monte Vista	3	6,433.11	1,500.00	232.97	273.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montrose	3	3,014.49	1,400.00	225.00	187.74	2.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ouray	3	4,435.11	1,500.00	225.00	108.60	4.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pueblo	2	40,881.94	2,800.00	5,337.50	752.58	3.68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Salida	3	6,180.31	1,700.00	300.00	358.60	51.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Silverton	3	3,240.69	1,500.00	223.90	138.78	1.76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sterling	3	2,213.60	1,300.00	.....	202.50	1.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Telluride	3	3,179.10	1,300.00	2,000.00	163.75	1.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trinidad	2	12,895.53	2,300.00	.....	600.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Walsenburgh	3	818.88	450.00	.....	121.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yuma	3	2,789.87	1,000.00	.....	.....	.40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total		514,678.37	63,313.46	61,546.38	19,789.87	3,396.05	56,407.87	203,463.64	311,214.74	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CONNECTICUT.																							
Ansonia	2	12,236.33	2,300.00	1,488.59	1,004.79	10.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bethel	3	3,018.76	1,300.00	.....	159.25	3.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Birmingham	3	14,123.35	2,400.00	1,548.00	1,145.78	43.41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brantford	3	3,017.81	1,300.00	.....	175.05	4.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bridgeport	2	71,301.87	3,200.00	9,479.06	3,638.04	22.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bristol	1	9,016.38	2,000.00	900.00	459.40	16.70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cincinnati	2	5,643.59	1,600.00	.....	180.00	1.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cochester	3	4,106.87	1,200.00	.....	160.00	7.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Collinsville	3	2,904.13	1,200.00	2,300.00	120.00	2.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Danbury	2	19,345.45	2,500.00	2,300.00	700.00	76.68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Danelsconville	3	5,647.24	1,700.00	800.00	291.85	8.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deep River	3	2,740.99	1,100.00	.....	80.83	3.44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Essex	3	2,776.07	1,200.00	.....	122.10	2.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greenwich	3	2,544.56	1,200.00	.....	250.87	18.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Guilford	3	163,366.13	3,500.00	23,792.00	157.75	4.56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hartford	3	4,090.08	1,500.00	.....	241.62	7.95	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Meriden	3	3,814.19	2,000.00	4,524.00	1,977.64	4.16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown	2	22,691.37	2,600.00	3,499.97	1,977.64	72.85	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Presidential from June 1, 1890.

Presidential from February 1, 1890.

In Government building.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
CONNECTICUT—cont'd.											
Milford	3	\$1,312.27	\$1,500.00	.....	\$242.05	\$4.72	.....	\$1,748.77	\$2,585.50	41	
Middletown	3	4,425.10	1,500.00	.....	101.45	3.08	.....	1,605.13	2,814.97	37	
Mystic Bridge	3	5,088.97	1,600.00	\$100.00	164.00	8.72	.....	1,872.72	2,814.97	37	
New Britain	3	5,898.90	1,700.00	.....	340.00	9.48	.....	2,049.78	2,850.12	31	
New Canaan	3	21,628.16	2,200.00	.....	1,175.00	83.55	\$5,046.97	12,105.62	12,522.64	49	
New Hartford	3	2,696.25	1,200.00	.....	145.25	3.12	.....	1,348.37	1,847.88	50	
New Haven	3	2,194.67	1,100.00	.....	149.63	3.44	.....	1,253.09	1,943.58	57	
New London	3	153,781.83	3,400.00	23,785.00	2,500.00	883.60	33,473.88	61,542.48	93,211.85	40	
New Milford	3	23,438.19	2,600.00	3,700.00	2,500.00	77.82	3,786.34	12,824.29	12,824.29	50	
Norfolk	3	5,917.00	1,700.00	.....	351.00	5.84	.....	2,256.64	3,660.16	38	
Norwalk	3	2,931.61	1,600.00	.....	119.22	.....	.....	2,019.22	3,772.42	84	
Norwalk	3	9,865.04	2,200.00	.....	1,200.00	476.58	.....	7,093.59	2,771.15	72	
Plainville	3	31,328.85	2,200.00	.....	1,200.00	476.58	.....	7,093.59	2,771.15	72	
Plainville	3	31,328.85	2,200.00	.....	1,200.00	476.58	.....	7,093.59	2,771.15	72	
Portland	3	2,319.39	1,100.00	.....	218.75	7.60	.....	1,626.35	2,014.37	45	
Portland	3	2,319.39	1,100.00	.....	218.75	7.60	.....	1,626.35	2,014.37	45	
Putnam	3	8,845.77	1,800.00	386.58	347.50	14.08	.....	2,260.96	6,083.24	37	
Putnam	3	8,845.77	1,800.00	386.58	347.50	14.08	.....	2,260.96	6,083.24	37	
Rockville	3	8,363.20	1,800.00	.....	355.00	14.08	.....	1,864.70	2,074.66	47	
Rockville	3	8,363.20	1,800.00	.....	355.00	14.08	.....	1,864.70	2,074.66	47	
Seaymour	3	3,939.45	1,600.00	100.00	297.75	7.04	.....	1,828.45	2,780.70	40	
Seaymour	3	3,939.45	1,600.00	100.00	297.75	7.04	.....	1,828.45	2,780.70	40	
Southampton	3	4,601.15	1,600.00	.....	219.01	9.44	.....	1,879.50	3,038.38	38	
Southampton	3	4,601.15	1,600.00	.....	219.01	9.44	.....	1,879.50	3,038.38	38	
South Norwalk	3	4,917.88	1,600.00	.....	272.40	7.04	.....	1,879.50	3,038.38	38	
South Norwalk	3	4,917.88	1,600.00	.....	272.40	7.04	.....	1,879.50	3,038.38	38	
Southport	3	11,660.22	2,200.00	1,200.00	471.00	12.91	.....	6,550.54	5,118.68	56	
Southport	3	11,660.22	2,200.00	1,200.00	471.00	12.91	.....	6,550.54	5,118.68	56	
Stafford Springs	3	2,692.41	1,200.00	.....	172.75	6.24	.....	1,378.99	1,318.42	51	
Stafford Springs	3	2,692.41	1,200.00	.....	172.75	6.24	.....	1,378.99	1,318.42	51	
Stafford Springs	3	3,476.84	1,400.00	.....	226.00	4.20	.....	1,830.00	1,646.94	63	
Stafford Springs	3	3,476.84	1,400.00	.....	226.00	4.20	.....	1,830.00	1,646.94	63	
Stamford	3	21,055.46	2,500.00	.....	1,627.01	5.93	.....	11,176.82	9,878.64	46	
Stamford	3	21,055.46	2,500.00	.....	1,627.01	5.93	.....	11,176.82	9,878.64	46	
Stamford	3	3,988.55	1,400.00	.....	162.43	3.36	.....	1,668.35	1,830.20	48	
Stamford	3	3,988.55	1,400.00	.....	162.43	3.36	.....	1,668.35	1,830.20	48	
Stamford	3	2,290.61	1,000.00	.....	71.65	3.36	.....	1,075.01	1,185.60	48	
Stamford	3	2,290.61	1,000.00	.....	71.65	3.36	.....	1,075.01	1,185.60	48	
Thompsonville	3	8,787.40	1,500.00	.....	250.00	5.12	.....	1,864.12	1,725.10	53	
Thompsonville	3	8,787.40	1,500.00	.....	250.00	5.12	.....	1,864.12	1,725.10	53	
Torrington	3	8,112.72	1,800.00	.....	387.50	7.84	.....	2,503.98	5,608.74	31	
Torrington	3	8,112.72	1,800.00	.....	387.50	7.84	.....	2,503.98	5,608.74	31	
Unionville	3	2,954.04	1,300.00	.....	190.00	2.80	.....	1,432.80	1,481.24	51	
Unionville	3	2,954.04	1,300.00	.....	190.00	2.80	.....	1,432.80	1,481.24	51	
Wallingford	3	7,988.43	2,100.00	.....	150.00	15.81	.....	3,459.59	3,928.84	47	
Wallingford	3	7,988.43	2,100.00	.....	150.00	15.81	.....	3,459.59	3,928.84	47	
Waterbury	3	42,823.06	2,900.00	694.28	690.00	144.17	7,944.05	18,666.91	24,256.15	43	
Waterbury	3	42,823.06	2,900.00	694.28	690.00	144.17	7,944.05	18,666.91	24,256.15	43	
Westport	3	2,250.09	1,100.00	.....	184.74	2.40	.....	1,237.94	1,016.55	55	
Westport	3	2,250.09	1,100.00	.....	184.74	2.40	.....	1,237.94	1,016.55	55	
Westport	3	5,205.63	1,700.00	.....	197.00	7.95	.....	1,904.93	3,301.00	38	
Westport	3	5,205.63	1,700.00	.....	197.00	7.95	.....	1,904.93	3,301.00	38	
Willimantic	3	12,608.58	2,300.00	.....	100.00	82.74	.....	4,233.74	8,374.82	34	
Willimantic	3	12,608.58	2,300.00	.....	100.00	82.74	.....	4,233.74	8,374.82	34	
Windor Locks	3	2,928.39	1,400.00	.....	177.10	11.04	.....	1,583.74	1,344.65	54	
Windor Locks	3	2,928.39	1,400.00	.....	177.10	11.04	.....	1,583.74	1,344.65	54	
Windor Locks	3	7,788.84	1,900.00	350.00	247.34	6.64	.....	2,066.88	5,720.46	32	
Windor Locks	3	7,788.84	1,900.00	350.00	247.34	6.64	.....	2,066.88	5,720.46	32	
Total		848,638.06	164,400.00	97,702.58	28,311.01	4,393.56	132,068.96	366,876.40	491,761.50	43	

DELAWARE.									
3	6,314.16	1,800.00	175.00	.....	6.64	1,981.64	4,232.53	32	Do.
3	2,955.82	1,400.00	109.96	.....	4.32	1,626.56	1,126.27	63	Do.
3	8,393.76	1,400.00	188.50	.....	4.24	1,597.74	1,601.02	47	Do.
3	2,840.37	1,800.00	98.48	.....	4.16	1,602.64	1,237.73	56	Do.
3	2,552.26	1,100.00	79.47	.....	3.92	1,183.89	1,368.86	46	Do.
3	2,441.85	1,100.00	109.93	.....	1.84	1,311.79	1,220.06	50	Do.
3	3,388.91	1,400.00	187.07	.....	.....	1,590.27	1,796.64	47	Do.
1	65,998.03	3,100.00	9,000.00	.....	274.83	28,631.29	37,048.73	44	Do.
Total	89,483.14	12,600.00	9,762.06	701.84	209.95	39,610.31	49,842.83	44	
DISTRICT OF COLUMBIA.									
1	442,921.22	5,000.00	145,451.16	17,203.96	40,839.86	368,323.98	74,597.24	83	\$32,006.36 for mail-bags.
FLORIDA.									
3	3,321.28	1,300.00	800.00	205.41	4.08	1,809.49	1,511.79	54	Delinquent October 1 to November 29, 1899.
3	2,129.29	1,000.00	.....	147.60	1.04	1,118.54	2,981.35	54	Do.
3	4,274.05	1,500.00	.....	222.19	2.66	1,724.85	2,548.20	40	Do.
3	8,386.29	1,004.34	166.48	163.33	3.68	1,397.83	2,048.46	40	Do.
3	5,541.71	1,600.00	400.00	308.83	10.48	2,319.31	3,222.40	42	Do.
1	47,397.83	2,900.00	10,500.00	2,753.00	383.19	26,192.94	21,197.89	55	Do.
2	11,022.88	2,000.00	434.15	150.62	1.60	3,990.77	7,032.05	39	Do.
3	2,532.01	1,200.00	.....	167.85	1.60	1,369.45	1,162.56	54	Do.
3	2,892.97	862.50	105.00	127.00	2.40	1,186.90	1,406.07	41	Do.
3	9,211.67	1,200.00	.....	143.25	4.88	1,344.13	1,863.54	43	Do.
3	7,876.26	1,800.00	168.48	313.30	16.87	2,296.65	6,578.61	29	Do.
2	6,410.51	1,500.00	975.00	366.25	8.81	2,870.06	3,540.45	45	Do.
2	8,384.51	1,900.00	499.99	393.04	17.20	2,811.13	6,573.38	34	Do.
2	14,620.52	2,400.00	1,898.99	.....	11.34	7,679.68	6,940.84	53	Do.
2	10,737.11	2,100.00	2,643.45	.....	21.70	4,771.15	6,968.66	44	Do.
3	6,632.99	1,628.49	345.21	.....	10.08	2,399.60	4,233.99	36	Do.
3	6,962.23	1,700.00	399.80	270.10	97.47	2,407.56	3,534.67	41	Do.
3	9,788.37	1,500.00	720.00	383.75	8.40	2,912.15	6,876.22	30	Do.
Total	155,933.72	29,492.83	20,600.60	6,765.76	762.40	70,653.19	85,300.53	45	In Government building.
GEORGIA.									
3	6,806.74	1,700.00	298.17	147.24	15.04	2,161.45	4,645.29	82	Do.
3	8,565.60	1,800.00	900.00	333.60	17.08	3,051.18	5,504.32	86	Do.
1	11,683.97	2,000.00	1,800.00	590.00	9.60	4,199.60	7,484.37	36	Do.
2	159,262.61	3,400.00	22,302.71	.....	1,062.94	50,746.63	108,516.98	82	Do.
2	45,429.99	3,000.00	6,175.00	1,235.00	212.34	25,000.69	20,419.70	65	Do.
3	7,774.14	1,500.00	300.00	100.00	2.64	1,902.64	1,871.50	50	Do.
3	2,245.57	1,000.00	200.00	123.55	2.3	1,323.95	1,919.62	39	Do.
2	13,376.99	2,200.00	1,100.00	491.00	11.73	4,786.17	8,589.82	30	Do.

No. 10—Gross receipts, expenses, and net revenue of *Presidential* post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
GEORGIA—Continued.											
Cartersville.....	3	\$3,774.59	\$1,400.00	\$199.45	\$155.74	\$5.44	.....	\$1,760.68	\$2,013.95	47	
Columbus.....	2	22,792.04	2,500.00	2,900.00	1,400.00	125.16	.....	12,331.57	10,460.47	54	
Cuthbert.....	3	2,432.61	1,100.00	90.00	109.55	1.90	\$6,106.41	1,301.15	1,131.46	53	
Dalton.....	3	4,369.62	1,500.00	199.99	243.68	8.66	.....	1,952.33	2,417.29	45	Presidential May 12, 1890.
Dawson.....	3	262.68	151.10	.....	16.74	.52	.....	168.16	114.52	60	
Gainesville.....	3	4,828.67	1,600.00	500.00	351.29	8.96	.....	2,460.25	2,368.42	51	
Griffin.....	3	4,067.40	1,800.00	300.00	245.50	12.00	.....	2,157.50	2,509.90	46	
Hawkinsville.....	3	2,456.81	1,500.00	200.00	138.75	2.55	.....	1,841.40	614.41	75	
La Grange.....	3	8,656.51	1,400.00	199.98	149.30	5.20	.....	1,745.48	1,911.03	43	
Macon.....	3	47,379.92	2,900.00	6,494.14	149.30	247.97	8,695.30	18,337.41	29,042.51	39	In Government building.
Madison.....	3	2,857.56	1,200.00	.....	177.75	5.12	.....	1,382.87	1,474.69	48	
Marietta.....	3	3,374.85	1,700.00	200.00	218.55	11.34	.....	2,130.39	4,914.05	30	
Milledgeville.....	3	3,374.85	1,500.00	.....	220.72	4.16	.....	1,724.88	1,649.97	51	
Newnan.....	3	3,662.20	1,400.00	.....	199.92	5.84	.....	1,643.26	2,018.94	45	
Quitman.....	3	2,577.90	1,200.00	150.00	148.40	1.52	.....	1,496.92	1,038.07	69	
Rome.....	2	15,548.45	2,400.00	1,199.00	657.50	17.51	3,228.28	7,502.29	8,040.16	48	
Sandersville.....	2	4,406.97	1,000.00	11,468.33	128.60	4.00	.....	1,132.60	3,274.37	28	
Savannah.....	1	86,439.82	8,200.00	2,309.00	189.57	498.45	15,833.21	33,307.99	53,131.83	39	
Tallapoosa.....	3	2,783.70	1,228.80	.....	189.57	2.64	.....	1,431.01	1,362.78	51	Presidential August 15, 1890.
Thomasville.....	3	7,182.78	1,900.00	224.75	307.50	14.40	.....	2,446.63	4,736.15	34	
Valdosta.....	3	3,636.99	1,400.00	200.00	159.50	5.60	.....	1,765.10	1,871.89	49	
Washington.....	3	2,968.69	1,300.00	150.00	200.00	1.30	.....	1,651.20	1,317.49	56	
Way Cross.....	3	3,844.42	1,400.00	100.00	113.37	8.08	.....	1,621.45	2,222.97	42	
West Point.....	3	2,659.67	1,300.00	199.92	157.00	5.20	.....	1,662.12	997.55	63	
Total.....	.....	496,713.38	51,379.90	68,380.92	10,808.22	2,967.92	71,574.94	198,120.90	298,592.48	40	
IDAHO.											
Bellevue.....	3	1,710.48	1,000.00	199.80	138.75	.....	.....	1,338.55	371.93	78	
Boisé City.....	3	7,988.64	1,800.00	749.82	397.50	.48	.....	2,947.80	5,040.84	37	
Hailey.....	3	2,699.30	1,400.00	198.80	197.91	.....	.....	1,627.30	872.00	69	
Lawton.....	3	2,764.15	1,300.00	399.99	197.91	.88	.....	1,808.78	885.37	68	
Moscow.....	3	4,178.78	1,400.00	225.00	209.34	.52	.....	1,854.66	2,344.12	44	
Pocatello.....	3	2,014.90	1,000.00	50.00	91.00	1.28	.....	1,742.28	1,272.62	37	Presidential from January 1, 1890.
Total.....	.....	21,356.25	7,500.10	1,853.41	1,203.00	2.06	.....	10,589.37	10,766.88	50	

ILLINOIS.

Abington	1,200.00	172.70	72	1,372.42	1,232.43	53
Aledo	2,100.00	318.47	1.36	1,819.58	1,342.14	54
Alton	1,200.00	558.70	12.00	7,401.49	4,482.13	55
Amoy	1,200.00	228.00	1.81	1,238.81	1,338.21	56
Anna	1,200.00	222.45	1.82	1,231.22	1,930.45	57
Atala	1,200.00	222.45	1.82	1,231.22	1,570.23	58
Atlanta	1,200.00	222.45	1.82	1,231.22	1,178.00	59
Aurora	2,000.00	1,110.28	50.78	12,326.08	8,869.71	60
Austin	1,200.00	183.23	4.08	1,487.42	3,311.46	61
Barry	1,200.00	152.25	92.84	1,353.21	948.45	62
Barrington	577.15	32.81	2.61	2,050.29	5,531.07	63
Bellevue	1,200.00	255.25	8.81	1,701.00	2,234.57	64
Bellville	1,200.00	450.00	38.84	10,048.17	5,301.13	65
Bellvidere	1,200.00	288.89	6.84	2,185.25	5,021.30	66
Benton	1,200.00	188.00	6.88	1,433.88	1,024.84	67
Bloomington	6,000.00	1,517.80	123.05	18,258.72	13,889.83	68
Blue Island	2,225.27	30.41	1.83	1,515.09	135.77	69
Bloomington	1,200.00	114.17	1.83	1,319.26	1,027.68	70
Braidwood	1,200.00	111.51	1.26	1,312.59	840.62	71
Bunker Hill	300.00	149.97	3.84	2,153.81	2,495.97	72
Bushnell	3,418.01	168.20	16.45	9,804.78	6,911.87	73
Cambridge	1,200.00	108.00	1.44	1,278.78	2,117.83	74
Carbondale	1,200.00	231.10	8.80	1,278.78	2,117.83	75
Carlinville	1,200.00	222.99	5.28	1,278.78	2,117.83	76
Carle	1,200.00	222.99	4.00	1,278.78	2,117.83	77
Carle	1,200.00	222.99	4.48	1,278.78	2,117.83	78
Carrollton	205.00	278.00	6.08	1,804.08	2,310.40	79
Carrollton	300.00	208.75	2.56	2,301.21	2,818.05	80
Centralia	300.00	187.19	1.52	1,738.21	1,648.51	81
Centralia	350.00	283.50	4.80	2,338.30	2,184.73	82
Champaign	1,500.00	657.00	0.40	2,047.39	2,438.71	83
Charleston	1,200.00	307.50	5.76	2,435.76	2,763.43	84
Chenue	1,200.00	125.75	1.04	1,198.79	1,132.43	85
Chester	1,200.00	202.40	2.32	1,768.79	1,376.56	86
Chicago	549,087.42	21,310.47	538,996.94	1,121,087.73	1,995,706.61	87
Chillicothe	1,100.00	141.00	2.32	1,243.32	1,417.38	88
Cintron	1,500.00	250.00	4.06	1,683.06	2,392.40	89
Coblen	1,100.00	20.32	4.72	1,121.04	1,054.93	90
Collinsville	1,400.00	121.82	1.12	1,522.94	1,450.53	91
Danville	3,300.00	688.00	287.20	10,214.88	6,139.74	92
Decatur	2,800.00	100.36	15.07	15,072.47	14,177.23	93
De Kalb	4,000.00	1,000.00	7.78	15,072.47	14,177.23	94
De Kalb	2,000.00	282.85	1.84	2,400.81	4,885.24	95
Delevan	1,400.00	125.00	8.95	1,524.84	1,709.78	96
Dixon	2,200.00	289.50	8.95	2,748.45	7,405.87	97
Duquoin	1,300.00	88.23	3.38	1,701.89	2,335.74	98
Dwight	1,600.00	180.01	1.44	1,701.89	2,335.74	99
East St. Louis	1,100.00	110.30	1.06	1,288.58	1,045.80	100
Edwardsville	1,800.00	853.75	16.32	2,170.07	4,925.88	101
Edwardsville	200.00	226.00	2.32	1,828.32	1,818.09	102

Presidential from April 10, 1890.

In Government building.

Presidential from February 11, 1890.

In Government building; \$3,941.39 for mail-bags.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Offices.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expense.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Effingham	3	\$3,876.41	\$1,400.00	\$300.00	\$118.66	\$5.84		\$1,824.50	\$2,051.91	47	
Elgin	2	35,373.13	2,800.00	3,899.46	1,633.85	88.88	\$6,611.86	15,003.54	20,369.59	42	
Elmhurst	3	8,492.99	1,400.00		163.75	1.84		1,685.59	1,927.40	45	
Elmwood	3	2,247.68	1,100.00		152.50	.72		1,253.22	1,994.46	56	
El Paso	3	2,663.26	1,300.00		153.77	1.44		1,535.21	1,108.05	58	
Englewood	3	20,094.33	2,500.00	1,872.00	500.00	73.75	10,020.94	14,966.69	5,127.64	74	
Eureka	3	3,016.55	1,300.00		191.33	.89		1,482.13	1,524.42	49	
Evans ton	3	18,266.84	2,400.00	1,618.00	1,092.50	71.87	3,903.67	9,086.04	9,130.80	50	
Fairbury	3	4,100.84	1,500.00		144.31	1.82		1,648.33	2,514.95	40	
Fairfield	3	3,444.57	1,400.00	100.00	220.80	2.96		1,723.86	1,718.71	50	
Farmer City	3	2,739.74	1,200.00		107.40	2.43		1,360.88	1,369.88	50	
Farmington	3	1,911.66	1,000.00		135.00			1,185.00	1,770.66	59	
Flora	3	2,640.31	1,200.00	100.00	107.27	1.44		1,468.71	1,171.60	58	
Franklin Grove	3	2,138.09	622.22		70.76			602.97	1,465.12	32	Presidential from February 9, 1890
Freeport	2	21,402.48	2,600.00	2,634.72	815.01	10.22	3,940.74	10,000.69	11,408.79	47	
Fulton	3	4,466.65	1,500.00	100.00	200.25	2.64		1,802.89	2,663.76	40	
Galesburg	3	7,964.54	1,900.00	400.00		12.04		2,312.08	6,652.46	29	In Government building.
Galva	3	31,323.98	2,700.00	4,900.00		128.08	6,575.28	14,017.89	16,706.09	47	
Geneseo	3	4,493.75	1,500.00	300.00	1,316.38	1.92		2,063.42	2,420.32	40	
Geneseo	3	6,072.19	1,630.00	272.50	201.60	2.05		2,068.62	4,003.57	34	
Geneva	3	3,250.28	1,300.00		104.04	.88		1,431.63	1,808.65	44	
Gibson City	3	2,960.50	1,300.00		140.75	1.44		1,603.82	1,366.68	57	
Girard	3	2,132.31	1,100.00	55.28	138.00			1,294.52	867.79	60	
Grand Crossing	3	4,634.75	1,500.00		216.50	5.04		1,750.54	2,916.21	37	
Grayville	3	2,363.10	1,000.00		107.29	2.32		1,106.61	1,103.49	46	
Greenville	3	3,600.19	1,400.00		107.70	1.23		1,598.98	2,010.21	44	
Griggsville	3	2,431.96	1,100.00		140.76	1.48		1,241.23	1,190.73	51	
Harvard	3	3,333.39	1,400.00	90.00	148.66	1.23		1,636.94	1,693.45	49	
Havana	3	3,668.14	1,500.00	250.00	215.09	4.00		1,693.00	1,716.14	53	
Henry	3	3,446.90	1,400.00		215.09	1.33		1,616.37	1,830.52	47	
Hickland	3	2,294.18	1,300.00		140.50	1.50		1,441.70	1,852.48	43	
Highland Park	3	1,778.12	750.00		101.26	1.02		853.17	925.95	48	Presidential October 1, 1890.
Hillsboro	3	2,932.02	1,300.00		201.08	2.68		1,664.96	1,267.06	51	
Hinsdale	3	2,039.62	1,000.00		70.25	2.48		1,078.73	980.89	52	Presidential from July 1, 1890.
Hopkinton	3	3,882.92	1,300.00		71.80	2.40		1,460.29	1,423.63	41	
Jacksonville	3	18,486.28	2,600.00	135.00	741.05	53.38	4,141.92	10,238.35	8,243.91	53	
Jerseyville	3	5,193.57	1,800.00	2,800.00	311.80	4.80		2,616.60	2,576.97	48	
Joliet	3	24,940.11	2,700.00	8,172.00	850.00	37.50	0,042.48	15,792.01	9,157.10	63	
Kankakee	3	10,346.50	2,300.00	1,800.00	280.63	20.24		4,638.03	5,707.47	47	
Kennelton	3	2,567.43	1,100.00		152.20	2.32		1,171.92	1,395.51	50	
Kewanee	3	5,514.46	1,800.00		350.00	4.16		2,164.16	4,350.30	53	

Presidential from February 15, 1896.

Knoxville.....	1,383.36	1,433.74	1,387.10	1,288.36	1,383.36	51
Lacon.....	1,263.72	1,263.72	1,263.72	1,263.72	1,263.72	52
Lake Forest.....	8,937.96	8,937.96	8,937.96	8,937.96	8,937.96	29
Lanark.....	1,948.40	1,948.40	1,948.40	1,948.40	1,948.40	43
La Salle.....	8,905.69	8,905.69	8,905.69	8,905.69	8,905.69	40
Lemont.....	1,124.56	1,124.56	1,124.56	1,124.56	1,124.56	53
Leona.....	1,010.17	1,010.17	1,010.17	1,010.17	1,010.17	58
Lewistown.....	1,728.67	1,728.67	1,728.67	1,728.67	1,728.67	51
Lincoln.....	7,214.54	7,214.54	7,214.54	7,214.54	7,214.54	36
Litchfield.....	4,404.53	4,404.53	4,404.53	4,404.53	4,404.53	33
Lockport.....	1,631.74	1,631.74	1,631.74	1,631.74	1,631.74	50
McLeansborough.....	1,204.99	1,204.99	1,204.99	1,204.99	1,204.99	45
Macomb.....	3,982.51	3,982.51	3,982.51	3,982.51	3,982.51	33
Macargo.....	1,627.19	1,627.19	1,627.19	1,627.19	1,627.19	50
Marion.....	381.46	381.46	381.46	381.46	381.46	58
Marselles.....	1,913.81	1,913.81	1,913.81	1,913.81	1,913.81	48
Marshall.....	1,338.17	1,338.17	1,338.17	1,338.17	1,338.17	54
Mason City.....	1,450.55	1,450.55	1,450.55	1,450.55	1,450.55	50
Mattoon.....	5,389.98	5,389.98	5,389.98	5,389.98	5,389.98	45
Maywood.....	2,449.48	2,449.48	2,449.48	2,449.48	2,449.48	33
Memphis.....	3,745.89	3,745.89	3,745.89	3,745.89	3,745.89	53
Metropolis City.....	1,129.83	1,129.83	1,129.83	1,129.83	1,129.83	60
Minoka.....	1,611.37	1,611.37	1,611.37	1,611.37	1,611.37	46
Moline.....	4,079.33	4,079.33	4,079.33	4,079.33	4,079.33	51
Monmouth.....	1,562.67	1,562.67	1,562.67	1,562.67	1,562.67	37
Monticello.....	2,339.22	2,339.22	2,339.22	2,339.22	2,339.22	52
Morris.....	2,570.76	2,570.76	2,570.76	2,570.76	2,570.76	44
Morris.....	1,812.57	1,812.57	1,812.57	1,812.57	1,812.57	53
Mount Carmel.....	1,754.98	1,754.98	1,754.98	1,754.98	1,754.98	47
Mount Carroll.....	1,937.55	1,937.55	1,937.55	1,937.55	1,937.55	56
Mount Morris.....	983.85	983.85	983.85	983.85	983.85	56
Mount Pleasant.....	1,201.53	1,201.53	1,201.53	1,201.53	1,201.53	42
Mount Sterling.....	2,877.65	2,877.65	2,877.65	2,877.65	2,877.65	43
Mount Vernon.....	2,423.25	2,423.25	2,423.25	2,423.25	2,423.25	43
Murphyborough.....	1,977.91	1,977.91	1,977.91	1,977.91	1,977.91	49
Naperville.....	2,785.43	2,785.43	2,785.43	2,785.43	2,785.43	59
Natural Stock Yards.....	5,290.83	5,290.83	5,290.83	5,290.83	5,290.83	53
Nevada.....	1,908.10	1,908.10	1,908.10	1,908.10	1,908.10	43
Nobles.....	1,900.79	1,900.79	1,900.79	1,900.79	1,900.79	41
Normal.....	2,394.77	2,394.77	2,394.77	2,394.77	2,394.77	56
Oak Park.....	1,897.15	1,897.15	1,897.15	1,897.15	1,897.15	54
Oak.....	1,863.18	1,863.18	1,863.18	1,863.18	1,863.18	54
Olney.....	2,963.18	2,963.18	2,963.18	2,963.18	2,963.18	56
Oswego.....	1,951.38	1,951.38	1,951.38	1,951.38	1,951.38	56
Ottawa.....	1,642.10	1,642.10	1,642.10	1,642.10	1,642.10	56
Ottawa.....	1,973.35	1,973.35	1,973.35	1,973.35	1,973.35	56
Pana.....	1,642.10	1,642.10	1,642.10	1,642.10	1,642.10	56
Paris.....	2,784.15	2,784.15	2,784.15	2,784.15	2,784.15	56
Paxton.....	2,780.15	2,780.15	2,780.15	2,780.15	2,780.15	56
Pecatonica.....	1,701.74	1,701.74	1,701.74	1,701.74	1,701.74	56
Pekin.....	1,135.61	1,135.61	1,135.61	1,135.61	1,135.61	56
Pekin.....	2,350.84	2,350.84	2,350.84	2,350.84	2,350.84	71

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Peoria.....	1	\$99,147.10	\$3,300.00	\$9,714.67	.....	\$389.48	\$12,023.05	\$25,427.20	\$73,719.90	26	In Government building.
Peru.....	1	4,278.01	1,600.00	.....	\$78.75	2.64	.....	1,831.39	2,396.62	44	
Petersburgh.....	3	4,073.82	1,500.00	225.00	804.97	2.48	.....	2,032.45	2,041.37	50	
Pittsfield.....	3	4,247.19	1,500.00	400.00	217.00	.....	.....	2,117.00	2,130.19	50	
Plano.....	3	3,453.97	1,200.00	.....	163.67	.72	.....	1,364.39	1,089.58	56	
Polo.....	3	3,930.93	1,500.00	200.00	261.50	.61	.....	1,062.14	1,068.79	56	
Pontiac.....	3	5,710.30	1,700.00	150.00	277.25	6.40	.....	2,135.65	3,576.65	37	
Princeton.....	3	7,748.76	1,900.00	800.00	804.22	6.36	.....	2,513.68	5,235.15	32	
Pullman.....	2	10,572.67	2,200.00	900.00	499.96	203.54	.....	3,803.50	6,769.17	36	
Quincy.....	2	49,578.68	3,100.00	7,800.00	.....	224.58	11,748.84	22,873.40	26,705.28	46	Do.
Raynwood.....	1	8,223.81	1,900.00	.....	284.28	6.36	.....	2,189.64	6,033.17	27	
Robinson.....	3	2,219.17	1,000.00	200.00	131.90	1.47	.....	1,333.37	885.80	60	
Rockelle.....	3	3,728.72	1,500.00	150.00	260.00	2.52	.....	1,122.52	1,816.20	51	
Rock Falls.....	3	4,470.72	1,500.00	.....	216.85	1.28	.....	1,748.13	2,722.59	39	
Rockford.....	3	49,601.96	3,000.00	5,898.90	1,363.35	77.34	10,909.04	21,290.32	28,311.64	43	
Rock Island.....	1	25,383.51	2,600.00	3,800.00	1,237.25	72.76	5,246.43	12,976.44	12,407.07	51	
Rockhouse.....	3	3,030.54	1,300.00	150.00	188.67	1.52	.....	1,440.19	1,390.35	54	
Rushville.....	3	8,671.73	1,500.00	400.00	260.00	1.92	.....	3,161.92	1,509.81	54	
St. Charles.....	3	2,073.84	1,000.00	.....	129.77	.....	.....	1,130.57	943.27	55	
Salmon.....	3	2,531.95	1,100.00	250.00	144.96	1.36	.....	1,498.32	1,033.63	55	
Sandwich.....	3	5,677.93	1,700.00	.....	315.33	8.12	.....	2,018.45	3,559.48	36	
Savanna.....	3	3,276.20	1,400.00	800.00	214.42	2.68	.....	1,918.10	1,352.10	50	
Shawneetown.....	3	2,283.63	1,100.00	400.00	146.10	2.56	.....	1,648.66	634.97	72	
Shelbyville.....	3	5,297.30	1,700.00	.....	832.25	4.90	.....	2,577.21	3,240.09	39	
South Ryanston.....	3	9,061.21	1,799.23	923.08	72.62	13.12	.....	2,779.05	7,182.16	28	Delinquent April 1 to June 23, 1890.
South Ryanston.....	3	4,862.16	1,600.00	.....	291.25	4.08	.....	1,893.33	2,466.83	43	
Sparta.....	3	3,092.20	1,400.00	.....	200.27	.....	10,407.79	20,182.08	21,242.93	53	
Springfield.....	2	41,425.04	2,900.00	6,700.00	174.20	174.20	.....	1,614.20	2,303.80	49	In Government building.
Spring Valley.....	2	2,177.45	1,400.00	.....	213.00	1.20	.....	8,438.85	3,363.15	74	
Sterling.....	3	11,804.80	2,300.00	1,500.00	746.12	1.28	.....	8,006.25	3,303.55	71	
Stratton.....	3	11,036.25	2,800.00	1,800.00	1,030.00	1.84	4,438.62	9,570.60	1,488.65	87	
Streator.....	3	2,836.60	1,100.00	150.00	149.50	1.68	.....	1,401.34	935.26	59	
Sullivan.....	3	5,170.40	1,700.00	180.00	818.75	4.40	.....	2,204.15	2,966.25	43	
Sycamore.....	3	4,846.25	1,500.00	150.00	101.25	8.08	.....	1,014.93	2,890.32	40	
Taylorville.....	3	2,153.07	1,000.00	150.00	136.97	.....	.....	1,274.97	881.10	59	
Toulon.....	3	4,248.47	1,500.00	200.00	174.45	2.63	.....	1,678.13	2,390.34	44	
Tuscola.....	3	432.94	222.51	.....	27.00	.90	.....	250.33	182.63	55	Presidential from April 11, 1890.
Upper Alton.....	3	4,232.37	1,500.00	400.00	321.00	4.40	.....	2,127.47	2,124.90	50	
Urbana.....	3	2,713.32	1,400.00	190.44	203.17	1.00	.....	1,404.21	1,309.11	47	
Vandalia.....	3	2,647.64	1,200.00	100.00	161.64	1.20	.....	1,463.44	1,084.20	50	
Vandalia.....	3	2,638.47	1,100.00	122.00	147.99	1.31	.....	1,370.79	1,107.63	54	

Presidential from April 1, 1898.

In Government building.
Do.

Warren.....	2,435.49	1,300.00	150.00	185.92	93	.....	1,648.80	788.60	68
Wauwatosa.....	2,341.86	1,300.00	189.70	181.75	1.36	.....	1,644.81	1,586.05	52
Washington.....	2,681.91	1,400.00	.....	147.45	1.82	.....	1,514.97	1,132.94	48
Waukesha.....	2,085.72	1,500.00	.....	214.57	5.04	.....	1,719.61	1,640.11	24
Watson.....	2,085.72	1,500.00	.....	237.75	9.78	.....	1,479.51	6,940.03	53
Wauwatosa.....	2,085.72	1,500.00	.....	178.63	.....	.....	1,127.27	1,001.04	41
Wauwatosa.....	2,085.72	1,500.00	.....	203.49	1.04	.....	1,876.53	1,187.58	54
White Hall.....	2,085.72	1,500.00	.....	183.75	2.61	.....	1,468.20	1,225.47	52
White Hall.....	2,085.72	1,500.00	.....	147.50	.....	.....	1,248.23	1,832.97	57
Winchester.....	2,280.02	1,100.00	.....	140.50	80	.....	1,044.73	1,044.73	54
Woodstock.....	2,432.23	1,400.00	.....	223.85	88	.....	1,624.23	1,807.99	47
Wyoming.....	2,101.41	1,000.00	.....	116.63	88	.....	1,117.40	1,984.01	53
Total.....	4,000,809.66	309,880.36	667,385.16	67,503.03	24,318.04	699,878.44	1,768,465.93	2,722,313.73	39
INDIANA.									
Albion.....	478.08	250.00	.....	81.25	40	.....	281.05	106.43	59
Anderson.....	12,745.83	1,900.00	850.00	262.50	29.12	.....	8,031.65	9,714.21	24
Angola.....	3,010.40	1,400.00	200.00	151.25	4.88	.....	1,684.15	1,551.31	46
Attica.....	4,323.33	1,500.00	.....	216.69	7.02	.....	1,754.61	1,940.03	50
Aurora.....	4,439.72	1,600.00	300.00	218.25	9.28	.....	2,127.53	2,568.72	41
Bedford.....	6,735.63	1,700.00	200.00	240.06	10.35	.....	1,951.31	2,364.80	46
Bloomington.....	4,560.77	1,600.00	300.00	352.25	7.20	.....	2,359.45	4,376.18	35
Bloomington.....	4,560.77	1,600.00	300.00	277.92	4.16	.....	2,082.08	2,478.69	46
Bourbon.....	1,867.74	1,000.00	150.00	116.47	3.36	.....	1,203.83	768.88	62
Bourbon.....	1,867.74	1,000.00	150.00	116.47	3.36	.....	1,113.25	754.49	60
Brazil.....	5,624.51	1,700.00	200.00	298.50	9.63	.....	2,208.33	3,428.33	39
Brookville.....	2,774.58	1,100.00	324.00	155.07	4.24	.....	1,583.31	1,191.27	57
Butler.....	3,048.95	1,300.00	90.00	201.75	2.48	.....	1,504.23	1,454.72	52
Cambria City.....	2,789.54	1,200.00	243.00	107.60	8.76	.....	1,554.36	2,235.18	56
Columbia City.....	4,336.22	1,600.00	200.00	203.25	6.00	.....	2,090.25	2,326.97	46
Columbus.....	10,790.63	2,200.00	1,200.00	413.35	30.03	.....	6,241.67	4,517.96	58
Counersville.....	9,922.29	2,100.00	1,200.00	580.00	15.85	.....	3,875.85	6,076.44	39
Covington.....	2,568.76	1,200.00	112.50	129.40	2.64	.....	1,444.54	1,124.23	56
Crawfordsville.....	11,702.34	2,200.00	1,560.00	517.36	81.30	.....	6,501.55	4,900.79	58
Crown Point.....	4,491.14	1,100.00	161.00	161.00	1.28	.....	1,412.28	1,076.89	57
Danville.....	3,685.45	1,345.11	170.35	227.00	4.16	.....	1,951.69	2,541.45	43
Decatur.....	3,980.38	1,500.00	250.00	146.57	5.03	.....	1,942.09	1,919.78	48
Edinburgh.....	3,070.53	1,300.00	53.95	142.40	8.04	.....	1,505.39	1,565.14	49
Elkhart.....	21,994.96	2,600.00	2,394.96	132.17	7.36	.....	3,978.30	12,538.25	42
Evansville.....	48,912.53	3,000.00	7,656.52	124.55	214.55	.....	23,815.73	26,648.21	45
Fort Wayne.....	2,193.89	1,100.00	7,014.67	289.91	12,058.15	.....	22,362.73	26,549.80	46
Fowler.....	3,914.88	1,900.00	875.00	143.63	1.28	.....	1,244.81	949.18	57
Frankfort.....	5,284.51	1,600.00	400.00	281.22	5.94	.....	2,607.66	5,307.32	33
Franklin.....	2,201.87	1,000.00	.....	106.30	1.63	.....	1,106.82	1,095.05	60
Garrettsville.....	2,128.20	1,000.00	.....	124.61	1.82	.....	1,124.93	1,003.27	53
Goodland.....	12,910.13	2,300.00	1,186.54	298.50	25.78	.....	6,114.63	6,795.50	47

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Offices.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
INDIANA—continued.											
Greencastle.....	2	\$8,815.42	\$2,000.00	\$1,164.36	\$247.29	\$49.28	.....	\$3,490.93	\$5,354.49	39	
Greensfield.....	2	3,402.76	1,300.00	.....	142.75	6.20	.....	1,447.96	1,964.81	43	
Greenburg.....	2	5,702.90	1,700.00	241.64	181.19	4.00	.....	2,126.83	3,576.07	37	
Hammond.....	2	4,147.53	1,400.00	.....	186.09	3.76	.....	1,569.83	2,577.63	38	
Harford City.....	2	2,974.43	1,200.00	199.92	139.21	1.76	.....	1,540.59	1,433.84	52	
Hartford City.....	2	2,165.65	1,000.00	200.00	130.80	3.92	.....	1,324.73	1,831.92	62	
Huntington.....	2	8,171.28	1,900.00	600.00	435.00	11.68	.....	\$24,646.99	\$3,244.60	36	
Indianapolis.....	1	223,226.30	3,500.00	44,269.00	490.00	1,978.05	\$48,735.22	99,382.27	123,854.03	45	In Government building; \$130.99 for mail-bags.
Jeffersonville.....	3	6,742.77	1,800.00	400.00	351.50	18.84	.....	2,570.24	4,172.43	38	
Kendallville.....	3	5,453.22	1,600.00	199.25	148.93	7.12	.....	2,055.30	3,397.92	38	
Kokomo.....	3	3,153.65	1,300.00	.....	146.72	4.24	.....	1,450.94	1,702.69	46	
Kokomo.....	3	11,417.43	2,000.00	850.00	321.81	21.10	.....	8,195.91	3,221.52	28	
La Fayette.....	2	28,762.36	2,700.00	4,300.00	1,850.00	156.07	8,095.06	17,201.13	11,561.23	60	
Lagrange.....	3	3,407.77	1,400.00	.....	173.18	2.96	.....	1,576.14	1,831.63	46	
La Porte.....	3	11,607.87	2,200.00	1,899.63	795.00	35.13	.....	4,929.76	6,678.11	42	
Lawrenceburg.....	3	4,196.71	1,500.00	300.00	144.82	12.88	.....	1,977.70	2,239.01	47	
Lebanon.....	3	4,836.32	1,500.00	158.32	230.14	6.00	.....	1,894.46	2,941.86	39	
Liberty.....	3	2,847.05	1,200.00	149.50	109.60	3.04	.....	1,524.14	1,322.91	53	
Ligonier.....	3	3,775.83	1,500.00	100.00	201.60	3.60	.....	1,805.10	1,970.73	48	
Logansport.....	2	16,384.97	2,400.00	2,331.11	1,200.00	70.77	6,275.66	11,275.64	5,109.43	69	
Madison.....	2	9,016.96	2,200.00	1,800.00	569.35	81.58	2,000.46	6,541.39	2,475.57	73	
Marion.....	2	11,761.93	2,200.00	1,200.00	475.89	31.94	863.04	4,990.87	6,771.06	42	
Martinsville.....	2	9,125.43	2,000.00	1,268.51	177.75	6.08	.....	1,553.83	1,400.94	53	
Michigan City.....	2	5,877.69	1,900.00	.....	298.38	14.40	.....	8,782.91	5,842.82	41	
Michiana.....	3	2,963.41	1,100.00	200.00	132.99	8.20	.....	2,201.58	3,676.11	37	
Monticello.....	3	2,160.97	1,300.00	100.00	196.25	2.49	.....	1,434.19	1,259.23	53	
Mount Vernon.....	3	4,963.47	1,600.00	100.00	168.35	11.84	.....	1,588.74	1,532.23	51	
Muncie.....	3	13,685.20	2,300.00	1,300.00	380.00	22.86	2,904.81	1,831.19	2,982.28	39	
New Albany.....	2	5,173.33	2,000.00	2,100.00	50.51	5.04	5,592.90	10,443.41	3,241.79	76	
New Castle.....	2	4,532.86	1,500.00	250.00	271.84	5.04	.....	2,126.83	3,046.47	41	
Nobleville.....	3	3,631.91	1,400.00	100.00	235.00	8.28	.....	1,810.92	2,691.94	34	
North Manchester.....	3	3,028.68	1,200.00	245.00	174.00	4.96	.....	1,714.53	1,917.38	47	
North Vernon.....	3	4,797.87	1,600.00	.....	206.25	2.60	.....	1,810.95	1,493.73	54	
Notre Dame.....	3	9,965.40	2,000.00	921.63	631.80	.....	.....	1,809.05	2,098.63	59	
Peterborough.....	3	4,960.29	1,600.00	.....	332.60	5.12	.....	1,537.93	3,422.37	37	
Plymouth.....	3	5,016.28	1,600.00	360.00	264.22	6.30	.....	2,196.20	3,407.08	44	
Princeton.....	3	4,317.95	1,500.00	300.00	264.22	6.30	.....	1,916.76	3,803.17	46	
											Presidential, April 7, 1890, delinquent.

Presidential from August 1, 1882.

Remington	1,814.07	915.76	97.25	1.84	1,013.49	900.58	56
Rensselaer	2,695.44	1,200.00	142.89	1.84	1,344.73	1,351.71	57
Richmond	28,223.90	2,700.00	1,400.00	144.88	19,783.40	12,470.49	57
Rochester	4,253.97	1,500.00	164.50	8.49	1,817.32	4,416.05	43
Rockport	2,940.48	1,200.00	119.07	3.12	1,112.19	1,227.09	48
Rockville	2,784.17	1,200.00	182.00	2.14	1,258.45	1,286.51	55
Rushville	6,499.42	1,800.00	308.75	10.14	2,416.91	1,084.55	55
Salem	2,505.29	1,000.00	162.50	2.14	2,168.74	1,432.71	53
Seymour	6,630.96	1,700.00	189.89	10.14	2,168.45	2,870.79	59
Shelbyville	6,008.92	1,800.00	279.00	10.14	2,393.13	4,432.71	53
South Bend	44,183.19	2,800.00	1,571.34	33.13	15,811.53	25,867.65	52
Spencer	2,329.98	1,000.00	124.89	3.14	1,988.73	1,041.25	52
Sullivan	4,559.75	1,500.00	185.89	4.16	1,810.11	2,719.44	52
Terre Haute	45,165.19	3,000.00	201.59	71.18	19,413.93	95,731.27	43
Tipton	3,638.53	1,400.00	201.59	7.18	1,754.70	1,933.83	48
Union City	6,183.32	1,600.00	212.40	7.18	2,198.56	8,976.75	38
Vandalia	10,875.09	2,500.00	329.00	10.14	4,218.54	6,658.55	39
Vermont	2,248.80	1,200.00	161.00	1.60	1,692.60	6,538.20	74
Vincennes	11,753.89	2,200.00	101.00	58.72	7,071.83	4,679.06	60
Warsaw	8,558.36	2,000.00	358.21	10.96	3,869.17	5,189.19	39
Warsaw	8,558.36	2,000.00	243.00	10.96	2,153.46	4,080.80	35
Washington	6,254.65	1,700.00	190.00	8.40	1,915.10	4,387.52	30
Waterloo	6,252.42	1,700.00	181.00	8.40	1,111.97	4,900.57	57
Winamac	2,177.02	1,000.00	111.00	1.78	1,111.97	1,063.05	51
Winchester	4,345.79	1,500.00	189.34	4.08	1,933.42	2,412.37	44
Worthington	2,418.71	1,200.00	137.12	1.84	1,388.96	1,079.75	53
Total	990,761.17	183,210.87	27,578.61	4,760.82	137,813.93	540,558.51	45

Presidential from September 1, 1882.
Presidential from March 15, 1880.
Presidential from May 6, 1880.

Lehigh	1,780.21	831.52	47.70	.72	879.94	900.27	49
Musconeg	1,154.48	880.30	51.00	.....	558.34	627.14	47
Pure-II	385.16	200.00	18.46	.....	218.54	166.63	57
Total	3,348.85	1,417.91	117.16	.80	1,654.82	1,694.03	49
IOWA.							
Ackley	2,675.98	1,900.00	196.25	72	1,696.97	979.01	63
Afton	2,987.68	1,200.00	98.62	1.36	1,287.98	950.00	60
Albia	3,622.32	1,500.00	323.79	2.00	2,061.62	1,480.80	53
Algona	4,093.90	1,600.00	270.45	2.05	2,115.60	2,527.81	46
Alta	3,777.52	1,500.00	101.25	2.05	1,201.81	730.09	62
Ames	2,970.01	1,500.00	129.68	1.68	1,731.27	1,956.25	49
Anamosa	6,470.07	2,000.00	261.50	2.08	1,963.58	2,013.46	49
Atlantic	8,500.39	1,200.00	313.40	16.79	3,630.19	5,859.88	38
Autumn	3,470.01	1,500.00	257.65	1.84	1,859.48	1,730.91	53
Avoca	3,073.17	1,400.00	208.82	1.88	1,789.70	1,313.47	57
Bedford	3,179.33	1,400.00	220.25	1.92	1,821.17	1,358.21	57
Belle Plaine	3,228.48	1,400.00	228.00	1.76	1,637.76	1,600.89	50
Bellevue	2,078.11	1,100.00	155.60	2.00	1,437.50	1,620.61	70

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expenses to gross receipts.	Remarks.
IOWA—continued.											
Bloomfield.....	3	\$3,682.21	\$1,400.00	\$198.83	\$144.31	\$2.00	.....	\$1,746.24	\$1,835.97	47	
Boone.....	3	7,604.85	1,900.00	430.00	360.00	8.08	.....	2,718.08	4,886.77	36	
Brooklyn.....	3	2,664.50	1,200.00	.....	171.97	.....	.....	1,872.45	1,284.05	51	
Burlington.....	3	42,278.88	3,000.00	7,600.00	3,143.14	344.50	\$10,087.71	24,177.74	18,101.14	57	
Carroll.....	1	5,986.06	1,600.00	180.00	268.75	5.10	.....	2,053.91	3,932.15	34	
Cedar Falls.....	3	9,148.95	2,000.00	1,200.00	380.00	61.18	.....	3,621.18	5,527.77	40	
Cedar Rapids.....	3	42,281.02	2,900.00	7,035.28	1,675.00	94.17	7,884.04	19,598.49	22,682.53	46	
Centerville.....	3	5,044.27	1,600.00	800.00	276.63	2.64	.....	2,179.27	2,865.00	43	
Chariton.....	3	5,405.82	1,700.00	400.00	346.90	5.36	.....	2,482.35	2,923.47	45	
Charles City.....	3	5,430.81	1,700.00	400.00	322.75	1.92	.....	2,434.67	3,006.14	45	
Cherokee.....	3	6,661.20	1,800.00	320.07	344.75	8.36	.....	2,333.43	4,327.77	35	
Clarinda.....	3	5,438.50	1,700.00	800.00	344.75	5.68	.....	2,850.43	2,588.07	52	
Clinton.....	3	2,104.83	1,000.00	.....	120.25	.....	.....	1,126.25	978.58	54	
Clear Lake.....	3	2,514.11	1,200.00	.....	168.91	2.24	5,248.70	1,371.15	1,142.96	55	
Colfax.....	3	19,136.52	2,500.00	2,200.00	1,161.40	1.60	.....	11,111.70	8,024.82	58	
Council Bluffs.....	3	2,562.62	1,200.00	.....	164.41	1.56	.....	1,364.97	1,197.65	53	
Council Bluffs.....	3	2,198.17	1,100.00	80.00	52.88	.....	.....	495.48	296.81	57	
Council Bluffs.....	3	4,629.68	1,700.00	306.68	155.50	.....	.....	1,255.82	942.35	57	
Creston.....	3	10,402.53	2,200.00	8,100.00	259.30	177.68	10,487.68	21,865.36	26,424.44	45	
Decorah.....	3	10,473.55	2,100.00	1,400.00	744.75	25.33	1,335.58	5,725.64	4,670.89	55	
Denison.....	3	10,212.55	2,100.00	5,838.15	1,200.00	126.19	8,097.99	16,962.33	82,511.23	37	
Des Moines.....	3	4,854.53	1,600.00	1,600.00	348.43	6.22	.....	4,054.65	6,157.90	40	
De Witt.....	3	124,381.87	3,800.00	19,972.91	587.75	2.40	24,462.09	48,506.53	75,875.34	39	
Dubuque.....	3	51,457.98	3,100.00	9,076.90	141.50	1.36	9,637.60	21,952.04	29,506.94	43	
Dunlap.....	3	2,624.82	1,200.00	.....	178.82	.....	.....	1,875.02	1,149.80	54	
Eagle Grove.....	3	2,655.02	1,200.00	99.90	193.25	1.60	.....	1,597.75	1,067.27	60	
Elkora.....	3	3,639.11	1,400.00	100.00	226.00	3.32	.....	1,724.82	1,910.70	47	
Emmelsburgh.....	3	3,865.18	1,700.00	200.00	394.01	3.20	.....	2,237.24	1,627.04	42	
Fairfield.....	3	2,590.75	1,100.00	11.54	155.50	1.26	.....	1,268.32	1,322.43	40	
Fairfield.....	3	6,777.51	1,800.00	600.00	385.00	6.04	.....	2,790.04	3,987.47	41	
Forest City.....	3	1,125.48	1,000.00	100.00	132.28	2.24	.....	1,232.49	892.09	58	
Fort Dodge.....	3	9,727.01	2,000.00	1,440.46	443.75	80.97	1,100.37	3,974.18	5,752.80	41	
Fort Madison.....	3	8,891.37	1,400.00	1,196.90	506.94	10.81	.....	4,957.11	3,844.26	56	
Glenwood.....	3	3,620.43	1,100.00	.....	28.88	2.16	.....	1,430.51	2,108.90	39	
Greenfield.....	3	3,836.86	1,200.00	.....	133.06	.....	.....	1,374.04	1,002.81	57	
Grinnell.....	3	8,763.18	2,000.00	1,100.00	370.00	8.84	.....	3,376.30	5,386.88	39	
Grinnell.....	3	1,106.18	1,000.00	1,100.00	13.00	5.20	.....	1,116.00	.....	10	
Grinnell.....	3	1,106.18	1,000.00	1,100.00	13.00	5.20	1,116.00	10	

Presidential from February 4, 1890.

In Government building.

Do.

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
IOWA—continued.											
Perry.....	3	\$4,505.69	\$1,600.00	\$150.00	\$292.50	\$1.44	.....	\$5,043.94	\$2,481.75	45	
Red Oak.....	3	6,960.11	1,900.00	400.00	427.80	7.36	.....	2,734.96	4,174.45	40	
Rock Rapids.....	3	3,063.07	1,300.00	37.50	147.50	1.44	.....	1,486.44	1,606.63	48	
Sac City.....	3	2,818.55	1,200.00	116.55	169.38	.48	.....	1,478.38	1,342.17	53	
Samborn.....	3	1,848.44	1,000.00	120.00	121.20	.....	.....	1,241.20	608.24	67	
Sheldahl.....	3	4,176.23	1,500.00	100.00	251.40	2.00	.....	1,853.40	2,322.83	34	
Shenandoah.....	3	7,134.36	1,800.00	350.00	373.50	3.12	.....	2,526.62	4,607.74	35	
Sibley.....	3	2,869.02	1,300.00	150.00	197.50	1.12	.....	1,648.63	1,220.40	57	
Siourney.....	3	2,961.44	1,400.00	200.00	225.12	3.20	.....	1,838.32	1,123.12	62	
Sioux City.....	1	65,329.32	3,100.00	9,026.82	2,801.00	\$2.15	\$10,772.71	25,791.78	39,537.54	36	
Spencer.....	3	4,381.94	1,500.00	450.00	261.50	2.40	.....	2,213.90	2,168.04	51	
Spirit Lake.....	3	2,147.80	1,000.00	98.77	185.00	1.80	.....	1,233.57	911.48	73	
Storm Lake.....	3	4,800.17	1,600.00	100.00	198.75	1.86	.....	2,000.11	2,800.06	43	
Stuart.....	3	3,691.14	1,500.00	150.00	225.00	1.60	.....	1,876.90	1,814.54	51	
Tama.....	3	3,071.06	1,300.00	200.00	201.75	3.32	.....	1,704.07	1,366.99	55	
Tipton.....	3	3,620.47	1,400.00	250.00	216.58	1.92	.....	1,868.56	1,751.97	53	
Toledo.....	3	4,929.52	1,600.00	.....	254.58	2.00	.....	1,483.43	3,062.96	38	
Traer.....	3	2,932.81	1,300.00	.....	181.05	1.38	.....	1,621.26	1,467.88	50	
Villies.....	3	3,490.99	1,400.00	.....	219.82	1.44	.....	2,119.44	1,878.73	46	
Winton.....	3	6,376.90	1,800.00	288.89	77.35	5.34	.....	2,417.90	4,257.49	33	
Washington.....	3	6,376.25	1,700.00	400.00	813.50	4.40	.....	3,556.72	3,857.35	39	
Waterville.....	3	13,078.92	2,400.00	2,383.33	538.57	20.82	8,198.80	8,956.72	5,118.20	63	
Waukon.....	3	2,843.32	1,300.00	194.99	151.08	.80	.....	1,651.87	1,191.45	58	
Waverly.....	3	5,248.99	1,600.00	200.00	282.55	2.72	.....	2,045.31	3,197.01	39	
Webster City.....	3	5,246.32	1,600.00	243.00	282.55	3.76	.....	2,045.31	3,197.01	39	
West Liberty.....	3	3,027.17	1,300.00	200.00	201.75	.96	.....	1,732.31	1,324.86	54	
West Union.....	3	4,110.22	1,500.00	300.00	253.67	2.48	.....	2,053.15	2,055.08	50	
Whit Cheer.....	3	3,978.67	1,600.00	200.00	289.67	.34	.....	2,085.91	1,898.76	53	
Wilson Junction.....	3	2,189.43	1,100.00	200.00	165.50	1.48	.....	1,433.98	688.45	68	
Winterset.....	3	4,318.74	1,600.00	350.00	252.25	1.68	.....	2,323.93	2,095.81	52	
Total.....	.....	1,060,764.42	216,027.78	119,902.12	44,520.23	2,110.40	120,320.04	592,860.57	577,885.83	47	
KANSAS.											
Abilene.....	3	9,175.56	2,200.00	1,500.00	121.45	15.43	2,304.50	6,231.88	2,944.18	68	
Alma.....	3	2,169.54	1,000.00	.....	182.34	1.12	.....	1,131.46	2,077.08	54	
Anthony.....	3	4,250.07	1,700.00	.....	215.00	2.24	.....	1,917.33	2,333.04	45	
Argentine.....	3	2,784.27	1,200.00	.....	164.25	6.44	.....	1,367.00	1,366.58	50	
Arkansas City.....	3	11,804.58	2,700.00	1,521.78	441.70	7.13	2,863.84	6,710.80	6,094.09	57	
Armourdale.....	3	5,618.64	1,700.00	200.00	264.20	6.64	.....	2,170.14	3,448.90	59	

REPORT OF THE POSTMASTER-GENERAL.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
KANSAS—continued.											
Howard	3	\$3,012.23	\$1,300.00	\$150.00	\$201.75	.....	.....	\$1,651.75	\$1,300.43	55	
Humboldt	3	2,756.96	1,410.00	300.00	195.34	\$1.36	.....	1,804.70	860.26	69	
Hutchinson	3	17,745.69	2,400.00	1,699.99	216.48	73.25	\$5,110.59	9,500.31	8,245.38	54	
Independence	3	6,298.54	1,800.00	400.00	397.50	9.29	.....	2,606.70	3,691.84	41	
Jola	3	8,331.07	1,400.00	250.00	24.05	1.76	.....	1,675.81	1,655.26	50	
Jewell	3	2,128.97	896.74	77.12	113.91	.52	.....	1,088.09	1,040.88	51	
Junction City	3	7,819.04	1,900.00	400.00	60.00	4.72	.....	2,364.72	5,454.32	30	
Kansas City	3	21,687.84	2,600.00	3,400.00	237.34	45.75	9,009.11	15,292.20	6,395.64	71	
Kingman	3	5,032.36	1,700.00	500.00	344.60	4.61	.....	2,549.24	2,483.12	61	
Kinsley	3	2,351.07	1,058.05	223.83	142.61	.61	.....	1,421.53	926.54	61	
Kiowa	3	1,854.54	1,000.00	.....	131.67	.48	.....	1,132.15	722.39	61	
Kirwin	3	1,696.82	1,100.00	99.53	166.50	.64	.....	1,366.67	330.15	81	
La Crosse	3	2,037.13	1,000.00	200.00	149.50	1.62	.....	1,451.02	600.11	71	
La Cygne	3	4,896.87	1,700.00	400.00	214.08	4.88	.....	2,319.56	2,577.31	48	
Lawrence	3	23,758.63	2,700.00	3,900.00	1,200.09	46.00	5,435.40	13,271.40	10,487.23	56	
Leavenworth	3	21,821.04	2,025.00	3,675.00	.....	55.28	5,591.79	11,317.07	10,503.97	62	
Leoti	3	1,635.39	1,100.00	100.00	150.29	.....	.....	1,350.29	285.10	83	
Lincoln	3	2,860.95	1,400.00	250.00	48.50	1.44	.....	1,696.94	1,161.01	59	
Lindaborg	3	2,183.02	1,100.00	.....	147.60	.56	.....	1,248.16	934.86	57	
Linton	3	2,101.81	1,000.00	.....	110.35	.56	.....	1,119.91	91.90	53	
Lyons	3	8,843.19	1,800.00	100.00	56.25	4.08	.....	1,760.33	2,082.86	40	
McPherson	3	8,956.58	2,000.00	1,200.00	397.25	6.92	.....	3,543.17	5,413.41	48	
Manhattan	3	7,275.92	1,900.00	200.00	821.70	8.50	.....	2,400.06	4,815.86	33	
Mankato	3	2,677.96	1,400.00	300.00	198.50	1.08	.....	1,900.18	777.78	71	
Marion	3	4,447.83	1,600.00	25.00	312.50	4.40	.....	1,941.00	2,505.83	44	
Marysville	3	4,134.82	1,500.00	200.00	291.50	4.40	.....	1,985.00	2,168.82	48	
Meade	3	1,759.36	1,200.00	99.99	149.97	.83	.....	1,450.84	308.52	83	
Medicine Lodge	3	3,116.96	1,400.00	200.00	206.00	.24	.....	1,807.14	1,309.82	58	
Minneapolis	3	4,893.58	1,700.00	200.00	144.00	1.82	.....	2,045.92	2,817.66	45	
Mound City	3	2,060.04	1,000.00	.....	121.73	2.09	.....	1,123.73	936.31	62	
Neodesha	3	2,017.12	1,100.00	.....	141.05	1.23	.....	1,242.38	774.79	62	
Ness City	3	2,468.77	1,400.00	100.00	198.50	1.60	2,613.73	1,696.50	770.47	69	
Newton	3	9,367.49	2,200.00	1,323.99	332.07	18.96	.....	6,531.68	2,845.81	70	
Nickerson	3	2,036.18	1,100.00	.....	188.10	.72	.....	1,288.69	822.49	60	
Norton	3	3,173.96	1,400.00	350.00	166.10	2.56	.....	1,918.06	1,255.90	60	
Oberlin	3	3,463.23	1,600.09	500.00	300.80	2.04	.....	2,403.38	1,059.85	69	
Olathe	3	6,264.00	1,700.00	300.00	224.11	4.16	.....	2,228.77	4,035.23	35	
Osage City	3	4,462.35	1,600.00	200.00	255.15	4.23	.....	2,039.47	2,422.88	46	
Osage Mission	3	1,945.21	1,006.00	.....	110.58	2.16	.....	1,112.69	832.52	57	

Delinquent October 1 to November 7, 1898.

In Government building, Delinquent second quarter, 1899.

Osborne	2,912.04	1,500.00	100.00	192.00	7.72	1,702.72	1,119.32	62
Oswego	5,897.30	1,700.00	220.69	195.20	6.34	6,813.26	3,775.08	36
Ottawa	11,004.30	2,300.00	1,300.00	893.04	16.10	14,100.54	4,190.54	62
Palm	5,558.02	1,492.12	1,240.43	306.00	9.32	3,974.36	3,638.99	37
Parsons	9,556.78	2,000.00	1,490.99	474.85	9.08	1,851.97	5,882.42	43
Patullo	3,811.02	1,700.00	135.00	700.45	1.32	1,498.04	1,959.05	49
Philipsburgh	2,571.56	1,200.00	135.00	170.00	8.53	1,927.86	1,073.22	24
Pittsburgh	3,804.58	1,700.00	106.00	219.30	2.88	1,553.88	6,114.70	51
Pittsborough	2,612.96	1,100.00	200.00	135.00	2.88	1,678.97	1,277.08	61
Prairie	3,202.33	1,500.00	200.00	232.84	7.2	1,935.72	1,829.99	59
Russell	2,861.96	1,300.00	170.00	308.23	1.12	1,616.05	1,845.99	47
Saccha	3,462.04	1,400.00	37.50	213.68	4.0	1,295.13	813.76	61
St. John	2,108.89	1,100.00	100.00	140.82	26.09	7,258.67	1,772.61	52
St. Mary's	2,428.55	1,100.00	200.00	144.86	26.09	3,462.58	6,944.58	52
Salina	1,253.53	1,000.00	300.00	327.72	4.0	2,132.66	692.54	112
St. Lawrence	1,825.20	1,000.00	300.00	237.72	4.0	2,041.80	2,328.04	62
St. Paul	4,350.84	1,500.00	200.00	188.75	4.0	1,689.47	728.74	47
Smith Centre	2,416.19	1,300.00	83.33	16.16	2.32	2,738.22	873.22	70
Stearns	4,406.62	1,600.00	200.00	356.50	2.32	2,407.80	2,407.80	54
Stockton	2,694.06	1,400.00	150.00	180.97	2.32	1,474.77	950.09	40
Syracuse	1,400.19	1,100.00	150.00	180.97	2.32	1,474.77	950.09	65
Topkay	87,395.32	3,300.00	11,700.00	290.00	163.74	30,380.57	57,614.82	97
Valley Falls	2,318.85	1,200.00	200.00	187.03	1.52	1,937.17	1,740.38	85
Wa Keeney	3,597.76	1,400.00	300.00	225.00	2.18	1,937.17	1,740.38	69
Wamego	3,122.06	1,400.00	89.73	118.69	6.48	1,935.78	1,433.10	54
Washington	3,596.85	1,500.00	200.00	200.30	10.00	2,623.84	2,603.77	49
Wellington	9,475.47	2,100.00	600.00	233.50	10.00	24,591.44	3,808.13	62
Wichita	45,653.51	5,000.00	8,700.00	138.25	186.17	12,704.27	19,301.87	56
Wills	1,711.27	500.00	1,400.00	900.00	11.78	1,138.07	8,322.70	70
Windell	2,348.47	2,300.00	1,200.00	98.55	1.92	1,506.47	3,853.76	58
Yates Center	2,348.47	2,300.00	1,200.00	98.55	1.92	1,506.47	3,853.76	63
Total	709,592.63	194,999.87	76,481.53	20,277.28	1,120.77	392,482.63	377,110.00	51

Kentucky	5,382.64	1,600.00	100.81	213.85	10.88	2,024.54	8,205.10	38
Ashland	2,212.61	1,100.00	190.81	124.50	435.80	1,224.50	988.14	55
Bartonsville	10,600.63	2,000.00	1,278.94	500.00	435.80	4,204.74	5,885.89	42
Bowling Green	2,967.78	1,100.00	16.48	142.00	1.82	1,262.08	1,002.88	56
Carrollton	2,809.01	1,100.00	150.00	124.20	0.76	1,225.72	1,174.19	51
Cassville	4,324.94	1,500.00	150.00	194.40	0.76	1,854.16	2,468.73	43
Cincinnati	2,785.70	1,275.00	29.50	19.25	251.50	4,494.07	361.63	54
Covington	24,537.87	2,600.00	8,300.00	252.50	19.25	15,545.18	8,992.69	63
Cynthiana	4,764.82	1,600.00	150.00	282.50	12.86	3,041.86	2,723.96	43
Danville	6,795.82	1,500.00	150.00	280.24	12.86	2,242.80	4,683.42	39
Elizabethtown	3,148.12	1,300.00	200.00	122.05	4.73	1,628.77	1,531.35	52
Emmerson	2,035.30	1,000.00	200.00	71.83	1.52	1,073.35	1,021.95	51
Flemingsburg	2,006.30	1,000.00	135.00	135.00	1.04	1,138.04	870.35	57
Frankfort	14,551.08	2,300.00	1,700.00	135.00	47.38	6,936.91	7,594.17	46

Deficiency, \$151.85.

In Government building.

Presidential February 15, 1890.
In Government building.

Do.

REPORT OF THE POSTMASTER-GENERAL.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, fuel, and light.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
KENTUCKY—continued.											
Franklin	3	\$2,704.45	\$1,200.00	\$150.00	\$102.50	\$2.08	.....	\$1,514.58	\$1,191.87	56	
Fulton	3	3,561.50	1,400.00	100.00	184.79	4.80	.....	1,089.59	1,871.97	47	
Georgetown	3	4,680.00	1,600.00	200.00	272.75	7.52	.....	2,040.27	2,500.53	45	
Glasgow	3	3,548.46	1,400.00	249.99	191.17	4.16	.....	1,815.32	1,703.14	52	
Harrodsburg	3	4,753.43	1,600.00	350.00	284.20	8.32	.....	2,212.62	2,510.91	47	
Henderson	3	9,161.76	2,000.00	989.15	490.00	21.12	.....	3,500.27	5,601.49	38	
Hickman	3	2,148.62	1,000.00	76.00	106.25	1.04	.....	1,183.29	905.33	55	
Hopkinsville	3	6,800.86	1,800.00	400.00	280.70	16.08	.....	2,496.78	4,310.08	37	
Lebanon	3	2,296.91	1,100.00	299.87	138.50	2.80	.....	1,441.27	1,855.64	63	
Letcher	3	5,554.77	1,700.00	410.00	335.36	5.12	.....	2,240.47	3,314.30	42	
Lexington	2	37,628.62	2,800.00	4,100.00	97.22	182.16	\$9,432.35	12,611.73	23,917.09	36	In Government building.
Louisville	1	321,690.71	3,700.00	49,811.53	.....	1,382.23	58,627.73	113,621.49	208,069.22	35	Do.
Madisonville	3	2,659.80	1,200.00	.....	126.70	3.04	.....	1,229.74	1,330.06	50	
Mayfield	3	3,703.62	1,500.00	350.00	181.49	6.30	.....	1,096.79	1,696.73	55	
Mayville	2	8,712.17	2,000.00	1,200.00	303.75	16.25	.....	3,620.00	5,192.17	40	
Mount Sterling	3	6,564.90	1,800.00	288.00	376.19	21.36	.....	2,485.55	4,079.35	38	
Newport	2	19,587.02	2,500.00	2,200.00	1,267.61	190.70	5,447.86	11,006.17	7,980.85	59	
Nicholasville	3	3,559.30	1,400.00	150.00	196.00	3.68	.....	1,749.08	1,809.62	49	
Owensboro	2	12,703.94	2,200.00	1,299.99	51.20	17.72	.....	2,668.91	9,135.03	28	Do.
Paducah	2	14,621.09	2,300.00	1,000.00	.....	17.72	4,040.92	2,795.89	6,640.29	55	Do.
Paris	3	7,444.89	1,900.00	498.62	390.71	10.56	.....	1,699.14	1,216.73	37	
Princeton	3	2,815.87	1,300.00	200.00	94.50	4.64	.....	1,599.10	1,216.73	57	
Richmond	3	5,403.96	1,700.00	500.00	358.50	18.60	.....	2,672.10	2,836.70	48	
Russellville	3	3,900.05	1,500.00	200.00	153.70	6.03	.....	1,859.73	2,040.32	48	
Shelbyville	3	4,624.76	1,600.00	249.99	231.75	6.72	.....	2,088.48	2,536.30	45	
Somerset	3	3,823.48	1,300.00	225.00	163.06	6.95	.....	1,694.90	1,628.56	51	
Stanford	3	2,908.12	1,300.00	60.00	181.80	2.26	.....	1,644.69	1,263.44	57	
Vernalee	3	8,628.62	1,400.00	100.00	151.00	4.24	.....	1,655.24	1,873.68	46	
Williamsburg	3	2,045.88	1,000.00	78.00	52.32	1.68	.....	1,132.01	1,913.37	55	
Winchester	3	5,376.91	1,600.00	99.21	188.76	15.12	.....	1,908.09	3,478.82	36	
Total	.....	663,191.17	71,176.00	73,500.17	9,182.20	2,792.32	86,852.09	243,503.78	360,687.39	40	
LOUISIANA.											
Alexandria	3	3,325.08	1,200.00	300.00	183.80	5.04	.....	1,053.84	1,606.24	50	
Baton Rouge	3	9,743.56	2,000.00	862.50	388.90	48.20	.....	2,944.00	6,803.96	30	
Bayou Sara	3	2,422.66	1,100.00	160.00	130.00	1.64	.....	1,381.84	1,070.81	60	
Donaldsonville	3	3,723.20	1,800.00	150.00	106.50	8.68	.....	1,623.18	1,403.02	54	
Franklin	3	2,468.64	1,100.00	.....	184.00	0.80	.....	1,220.00	1,220.00	50	
La Fayette	3	443.93	250.77	.....	23.08	.....	.....	234.41	1,180.53	57	Presidential from April 8, 1890.

[illegible]

REPORT OF THE POSTMASTER-GENERAL.

Offco.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MAINE—continued.											
Skowhegan.....	3	\$3,540.33	\$1,800.00	\$243.00	\$380.00	\$11.12	.....	\$2,414.12	\$4,126.21	37	
South Portland.....	3	2,832.52	1,200.00	.....	160.80	.....	.....	1,360.80	1,435.52	49	
South Paris.....	3	2,774.75	1,200.00	.....	121.46	2.64	.....	1,124.10	1,850.65	57	
Watsonville.....	3	2,874.76	1,200.00	100.00	172.24	6.60	.....	1,477.64	1,396.16	51	
Waldron.....	3	2,100.00	1,200.00	.....	.....	8.70	.....	1,263.78	1,156.00	52	
Wilton.....	3	2,563.02	1,200.00	1,150.00	140.00	18.08	.....	3,983.08	6,199.94	88	
Winthrop.....	3	2,738.95	1,300.00	.....	63.15	2.80	.....	1,445.95	1,305.00	53	
Total.....	.....	417,270.06	70,190.11	63,929.94	11,270.00	1,346.40	\$31,605.48	198,342.02	218,928.04	48	
MARYLAND.											
Annapolis.....	2	11,882.53	1,900.00	1,200.00	400.00	.....	2,024.38	6,124.38	5,758.15	52	
Baltimore.....	1	612,007.73	5,000.00	124,685.31	2,900.00	6,198.71	216,661.01	355,443.03	286,564.70	55	
Bethesda.....	3	3,874.14	1,400.00	100.00	100.00	5.30	.....	1,645.38	2,228.78	42	
Cambridge.....	3	4,145.92	1,500.00	200.00	163.01	3.12	.....	1,860.18	2,279.79	45	
Centerville.....	3	2,983.27	1,050.00	100.00	100.15	6.00	.....	1,333.18	1,650.09	45	
Chesapeake.....	3	2,984.07	1,400.00	100.00	200.91	6.00	.....	1,897.31	1,478.76	56	
Cumtland.....	3	14,915.80	2,400.00	1,858.42	609.34	118.01	8,497.84	8,483.61	6,402.19	57	
Easton.....	3	6,100.95	1,700.00	400.00	325.24	5.00	.....	2,440.30	3,660.95	40	
Elkton.....	3	3,818.47	1,500.00	200.00	181.58	5.84	.....	1,860.42	1,956.05	49	
Ellicott City.....	3	3,101.79	1,800.00	.....	181.16	4.24	.....	1,668.40	1,633.39	47	
Frederick.....	3	12,169.87	2,300.00	1,218.35	1,000.00	28.21	2,270.80	6,817.45	6,342.42	56	
Frederickburg.....	3	13,243.04	2,400.00	200.00	222.25	8.70	.....	1,827.01	1,477.03	53	
Hagerstown.....	3	13,243.04	2,400.00	1,639.76	580.00	40.60	8,460.16	8,340.54	4,904.72	63	
Harrods Creek.....	3	2,970.13	1,400.00	150.00	144.30	7.81	.....	1,702.14	1,267.99	57	
Leesburg.....	3	2,871.27	1,200.00	.....	129.80	1.63	.....	1,331.86	1,070.51	56	
Louisa.....	3	2,871.27	1,200.00	200.00	166.34	7.20	.....	1,513.54	1,357.73	53	
Pocomoke City.....	3	5,521.53	2,100.00	.....	.....	2.32	.....	1,260.52	1,842.21	42	
Port Deposit.....	3	3,481.44	1,100.00	.....	.....	2.64	.....	1,282.84	1,285.10	46	
Rockville.....	3	2,362.81	1,000.00	150.00	104.11	11.52	.....	1,208.60	1,097.19	54	
Salisbury.....	3	4,625.11	1,600.00	112.50	231.25	3.04	.....	2,000.53	2,618.25	43	
Towson.....	3	2,284.27	1,100.00	50.00	155.50	5.00	.....	1,241.18	853.17	58	
Westminster.....	3	5,421.53	1,700.00	600.00	301.50	8.18	.....	2,508.66	2,921.87	46	
Total.....	.....	750,888.03	35,890.00	133,280.78	8,511.44	6,467.77	228,514.28	412,587.27	838,900.76	55	
MASSACHUSETTS.											
Abington.....	3	3,332.80	1,400.00	.....	310.00	8.84	.....	1,018.24	1,714.56	49	
Adams.....	3	6,187.06	1,700.00	.....	334.50	7.76	.....	2,008.26	4,178.80	52	

Presidential from April 1, 1890.

Do.

Amesbury	11,208.29	2,100.00	1,150.00	370.00	15.84	1,888.79	5,474.63	5,733.66	49
Amherst	9,862.33	2,100.00	1,050.00	421.37	27.94	.....	5,599.31	6,263.02	36
Andover	8,157.66	1,900.00	.....	229.20	40.40	.....	2,469.00	5,688.06	30
Arlington	6,001.43	1,600.00	.....	206.00	23.04	.....	1,818.04	3,173.39	87
Ashland	2,227.62	1,100.00	.....	150.35	6.68	.....	1,257.23	970.29	56
Atol	7,124.23	1,800.00	.....	240.53	12.40	.....	2,062.93	5,073.29	29
Atol Centre	2,167.32	1,980.98	.....	62.50	8.60	.....	3,067.08	1,180.24	44
Attleborough	9,270.18	2,100.00	1,800.00	637.50	25.66	.....	4,063.18	5,207.00	44
Auburndale	4,867.70	1,600.00	.....	146.82	14.82	.....	1,783.34	3,084.86	37
Ayer	3,843.57	1,400.00	.....	226.00	7.76	.....	1,633.76	1,709.81	49
Barnes	2,599.83	1,100.00	.....	137.32	8.12	.....	1,240.44	1,338.89	48
Beverly	11,307.80	2,300.00	1,285.00	600.00	54.22	4,623.86	8,863.08	2,444.72	78
Boston	2,070,214.82	6,000.00	372,878.42	18,107.57	20,766.63	428,876.82	846,639.89	1,223,585.43	41
Bradford	2,337.00	1,100.00	.....	152.90	13.20	.....	1,266.10	1,090.90	54
Bridgewater	3,817.23	1,500.00	.....	194.25	11.12	.....	1,705.37	2,141.86	44
Brookfield	35,659.45	2,800.00	3,600.00	1,660.00	137.34	9,357.08	17,554.42	18,003.03	49
Campello	2,227.42	1,100.00	.....	134.06	4.88	.....	1,258.94	988.48	56
Canton	6,602.77	1,700.00	.....	925.00	13.04	.....	1,753.41	4,564.73	31
Chicopee	3,872.61	1,500.00	90.00	159.65	8.76	.....	2,119.20	2,119.20	45
Chicopee Falls	6,493.47	1,800.00	200.00	397.50	18.72	.....	2,416.22	4,077.25	37
Clinton	4,945.87	1,500.00	.....	252.50	9.76	.....	1,702.26	3,183.61	36
Collage City	10,216.29	2,200.00	943.00	270.00	27.40	1,068.48	4,508.88	5,737.41	44
Cumcord	4,858.73	1,600.00	.....	292.25	16.68	.....	1,899.13	2,930.00	39
Dalton	3,791.90	1,500.00	.....	261.50	14.72	.....	1,776.23	2,015.68	47
Danvers	4,437.56	1,600.00	.....	120.00	4.56	.....	1,834.56	1,953.52	40
Dedham	5,395.73	1,700.00	200.00	298.75	10.96	.....	1,909.71	2,527.85	43
East Peppercell	5,631.12	1,700.00	200.00	291.00	44.84	.....	2,235.94	3,156.79	41
East Weymouth	2,443.03	1,000.00	.....	107.64	10.04	.....	1,110.66	1,392.87	38
Fairhaven	3,862.54	1,500.00	.....	200.00	8.12	.....	1,710.04	2,172.50	44
Fairhaven	5,949.91	1,700.00	.....	125.25	41.48	.....	1,917.88	4,062.03	33
Fall River	2,610.15	1,200.00	5,087.78	.....	6.00	.....	1,331.25	1,278.90	51
Fitchburg	29,327.71	2,900.00	8,674.05	1,700.00	204.28	15,848.92	24,016.96	16,940.95	59
Florence	3,530.97	1,400.00	.....	226.00	8.40	.....	1,634.40	1,996.57	51
Foxborough	3,465.76	1,400.00	.....	180.00	4.40	.....	1,534.40	1,931.86	44
Framingham	2,672.03	1,200.00	.....	145.00	8.41	.....	1,353.41	1,318.62	51
Franklin	5,750.17	1,700.00	.....	254.75	17.68	.....	1,972.43	3,777.74	34
Franklin	4,885.14	1,700.00	.....	181.29	10.64	.....	1,894.93	2,990.21	39
Georgetown	2,182.71	1,100.00	100.00	116.60	4.90	.....	1,823.56	839.15	61
Gloucester	21,453.89	2,600.00	8,324.00	.....	28.26	7,851.31	13,803.47	8,149.92	62
Grafton	2,228.77	1,100.00	.....	151.32	2.96	.....	1,254.28	960.49	56
Great Barrington	5,887.76	1,700.00	.....	823.50	6.24	.....	2,029.74	3,858.02	34
Greenfield	13,481.36	2,400.00	1,697.93	710.00	28.28	.....	4,808.31	8,643.15	38
Groton	717.47	369.44	.....	45.74	2.72	.....	417.90	299.57	88
Haverhill	35,891.27	2,800.00	4,600.00	1,876.38	10,157.16	.....	19,721.31	15,670.06	52
Hingham	8,754.47	1,500.00	250.00	15.04	25.07	.....	1,976.54	1,783.93	52
Holliston	2,835.58	1,100.00	.....	155.50	6.13	.....	1,260.62	1,064.96	54
Holyoke	38,398.94	2,800.00	8,624.73	1,530.00	523.22	8,706.02	17,204.07	21,192.87	45
Hopedale	2,394.15	1,000.00	.....	130.40	4.76	.....	1,135.16	1,258.99	47
Hudson	5,590.05	1,700.00	.....	262.50	10.00	.....	1,972.50	3,567.55	85

Presidential from July 8, 1898.

In Government building.

Do.

Do.

Presidential from February 17, 1890.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—Continued.*

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MASSACHUSETTS—cont'd											
Hyannis.....	3	\$2,032.29	\$1,000.00	.....	\$131.30	\$3.12	.....	\$1,134.42	\$897.87	58	
Hyde Park.....	2	18,716.74	2,000.00	\$1,800.00	800.00	49.25	\$3,197.28	8,493.53	10,258.51	45	
Ipawich.....	2	3,952.47	1,500.00	.....	51.67	1.84	.....	1,679.51	2,272.96	42	
Lawrence.....	3	36,320.43	2,800.00	4,500.00	1,775.50	125.30	14,994.11	21,197.50	12,222.93	66	
Lee.....	3	4,456.65	1,000.00	.....	247.55	23.78	.....	1,795.35	2,660.85	41	
Lenox.....	3	4,439.84	1,500.00	.....	391.59	92.78	.....	2,314.59	2,125.25	39	
Leicester.....	2	9,016.77	2,100.00	898.61	381.50	13.16	.....	3,273.69	5,743.08	36	
Lexington.....	2	2,516.16	1,100.00	.....	185.50	18.16	.....	38,239.04	1,772.61	33	
Lowell.....	1	120,224.55	3,500.00	9,292.07	3,400.00	537.15	21,919.32	35,208.40	81,035.12	29	
Lynn.....	1	64,234.52	3,100.00	5,548.70	1,997.10	397.08	20,026.54	35,208.40	81,035.12	29	
Malden.....	2	17,021.09	2,400.00	1,667.00	1,890.20	290.45	7,987.51	13,144.16	8,876.93	77	
Mansfield.....	2	2,531.14	1,200.00	.....	155.97	13.20	.....	1,598.64	1,932.50	54	
Mansfield.....	2	2,381.53	1,800.00	.....	188.00	8.64	.....	1,598.64	1,783.89	47	
Marblehead.....	3	5,915.26	1,800.00	200.00	177.14	36.08	.....	2,207.22	3,708.04	37	
Marlborough.....	2	11,531.11	2,500.00	1,320.00	317.00	46.26	4,372.40	8,255.66	3,275.45	71	
Maynard.....	2	12,286.75	2,500.00	.....	155.50	46.38	.....	1,290.38	3,036.37	55	
Medford.....	2	14,309.13	2,200.00	800.00	384.90	554.41	6,526.03	7,784.10	6,526.03	46	
Melrose.....	2	20,916.34	2,400.00	1,800.00	350.00	64.66	2,535.72	6,811.66	15,104.68	23	
Methuen.....	2	2,272.02	1,400.00	.....	207.52	4.24	.....	1,611.70	1,660.32	50	
Middleborough.....	2	2,617.12	2,100.00	900.00	879.50	58.36	.....	1,505.59	1,101.53	43	
Milford.....	2	12,960.01	1,800.00	1,283.15	637.15	68.27	.....	3,435.86	9,524.15	32	
Milbury.....	3	5,892.66	1,500.00	.....	215.00	8.00	.....	1,753.00	4,139.66	34	
Milton.....	3	12,681.18	1,500.00	1,283.15	637.15	68.27	.....	1,753.00	1,228.18	48	
Monson.....	3	5,197.35	1,700.00	.....	295.00	23.04	.....	2,018.04	3,179.31	38	
Natick.....	3	8,440.59	1,400.00	.....	100.00	6.64	.....	1,598.64	1,841.95	47	
Needham.....	3	9,290.40	2,000.00	1,075.00	236.25	9.44	.....	2,053.69	4,440.00	41	
New Bedford.....	3	47,331.91	3,000.00	5,849.99	490.00	8.18	.....	3,573.18	6,558.23	39	
Newburyport.....	2	19,636.50	2,000.00	2,664.37	1,070.56	294.25	15,685.00	24,839.24	22,497.27	82	
Newton.....	2	12,190.03	2,300.00	949.00	1,050.00	82.64	5,081.23	11,565.62	6,670.88	59	
Newton Highlands.....	3	5,545.73	1,800.00	.....	288.25	38.08	4,023.06	1,924.33	3,621.40	38	
Newtonville.....	3	9,217.47	1,800.00	.....	121.50	10.96	.....	1,032.46	2,184.98	34	
North Adams.....	2	10,747.37	2,100.00	900.00	575.00	42.16	.....	3,617.15	7,130.21	32	
Northampton.....	2	25,297.49	2,500.00	1,800.00	1,000.00	71.60	4,990.96	11,862.67	13,434.82	47	
North Attleborough.....	2	50,045.79	2,500.00	1,800.00	96.30	10,318.43	5,122.13	10,318.43	9,727.36	51	
North Brookfield.....	2	8,440.84	2,000.00	1,000.00	463.50	13.60	.....	3,476.10	4,973.24	41	
North Easton.....	2	1,823.73	1,100.00	.....	111.00	8.58	.....	1,214.86	2,608.87	67	
North Middlesex.....	3	2,821.09	1,600.00	.....	212.17	8.14	.....	1,820.65	2,000.44	46	
Northfield.....	3	4,979.86	1,300.00	.....	92.10	6.23	.....	1,408.49	1,571.37	48	
Norwood.....	3	1,445.30	1,200.00	.....	76.23	2.84	.....	1,276.04	1,169.26	89	
Norwood.....	3	5,971.15	1,700.00	.....	248.50	11.20	.....	1,956.70	4,014.45	33	

Delinquent July 1 to 14, 1890.

In Government building.

Presidential from October 1, 1890

Presidential from May 29, 1890.

Presidential from May 1, 1890.

Orange	6,581.90	1,700.00	348.00	9.52	2,055.52	4,526.38	31
Palmer	5,178.54	1,600.00	230.00	20.08	2,270.08	3,008.76	41
Parson	5,358.22	1,600.00	875.00	40.86	3,270.13	6,078.19	35
Patterson	11,700.49	2,600.00	1,358.40	152.54	13,692.33	6,149.53	50
Plymouth	11,471.89	2,100.00	390.00	7.37	8,322.37	8,149.52	29
Provincetown	4,162.58	1,500.00	239.18	8.32	1,747.50	4,198.08	42
Quincy	10,367.03	2,100.00	352.43	42.77	6,356.33	4,998.70	52
Randolph	3,808.02	1,400.00	124.58	14.32	1,642.70	1,706.32	47
Reading	5,088.22	1,600.00	228.79	15.92	1,836.71	3,249.51	38
Rockland	9,575.60	1,600.00	381.45	10.06	1,894.53	2,904.87	39
Salmon Falls	3,270.53	1,000.00	105.00	3.52	1,108.53	1,167.08	49
Sandwich	32,781.59	2,800.00	2,700.00	204.00	20,654.95	17,155.85	63
Shelton Falls	2,781.59	1,500.00	178.25	4.08	1,276.26	1,276.26	54
South Berwick	4,036.93	1,500.00	186.50	6.12	1,693.62	2,343.31	42
South Framingham	4,179.11	1,600.00	288.55	9.04	2,045.29	2,133.82	49
South Hadley Falls	9,153.41	2,000.00	625.00	41.68	6,199.18	6,356.23	41
South Weymouth	3,308.52	1,000.00	153.23	4.60	1,141.76	1,183.76	37
Spencer	3,289.41	1,100.00	116.25	4.66	1,257.21	2,032.20	32
Springfield	8,036.32	2,500.00	312.50	15.66	2,593.88	4,506.04	88
Stockbridge	108,027.07	3,500.00	3,135.00	683.72	39,423.98	69,178.94	94
Stoughton	3,284.02	1,100.00	268.00	9.28	1,653.28	1,653.28	50
Stoughton	3,940.47	1,500.00	295.25	12.08	2,074.35	2,522.43	31
Taunton	2,903.97	2,700.00	295.25	12.08	1,737.35	2,736.04	44
Turner's Falls	21,707.84	1,600.00	1,530.15	16.68	16,606.51	12,806.51	66
Uxbridge	5,151.92	1,800.00	185.50	4.44	1,255.49	5,863.42	58
Walden	3,407.53	1,600.00	340.00	9.44	1,255.49	5,863.42	58
Walden	3,465.78	1,400.00	150.00	6.08	1,506.18	5,860.65	45
Whitcomb	10,398.29	2,500.00	1,375.45	198.15	2,439.17	7,439.17	92
Wrentham	6,813.87	1,800.00	310.00	15.42	2,155.02	4,157.16	54
Wrentham	8,313.66	1,675.58	320.60	7.04	1,767.73	9,144.60	61
Wrentham	8,703.60	1,500.00	353.25	7.04	2,087.77	9,630.60	56
Wrentham	5,713.29	1,700.00	353.25	99.44	2,487.83	8,117.11	38
Wrentham	5,707.64	1,800.00	200.00	14.03	2,487.83	8,117.11	38
Wrentham	5,407.81	1,600.00	200.00	37.26	2,487.83	8,117.11	38
Wrentham	8,050.13	1,900.00	317.21	22.08	2,770.81	8,776.73	39
Wrentham	22,958.28	2,000.00	880.00	17.38	2,806.30	1,032.57	39
West Gardiner	8,983.63	1,500.00	287.75	7.78	6,745.51	2,237.12	43
West Medford	8,293.58	1,100.00	137.00	17.78	1,294.76	2,237.12	43
West Newton	6,253.78	1,700.00	329.25	53.76	2,104.01	4,147.77	34
West Quincy	2,307.25	1,000.00	197.50	6.80	1,141.90	1,141.90	41
Weymouth	3,150.53	1,400.00	125.00	12.48	1,609.88	1,540.85	41
Whitinsville	8,502.03	1,400.00	133.75	10.24	1,543.79	2,416.69	44
Whitinsville	4,120.48	1,500.00	208.75	5.01	1,713.79	3,151.47	36
Whitinsville	4,920.19	1,600.00	165.32	12.40	1,777.72	3,151.47	36
Williamstown	5,311.62	1,700.00	245.10	7.36	2,202.46	3,112.16	41
Winchendon	15,413.58	2,000.00	1,023.00	43.84	3,551.51	11,862.43	73
Winchester	12,020.40	2,300.00	1,250.00	76.14	8,475.52	3,544.88	71
Woburn	120,422.07	3,400.00	3,540.00	1,135.48	50,055.28	79,237.39	99
Worcester	3,065,914.54	253,611.64	82,735.88	29,491.00	687,033.61	2,102,578.50	43

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No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—Continued.*

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN.											
Adrian	2	\$14,719.33	\$2,400.00	\$3,200.00	\$637.78	\$70.38	\$5,392.23	\$11,700.34	\$3,018.99	79	Presidential from April 23, 1890.
Albion	2	10,308.96	2,200.00	976.80	162.22	528.92	1,570.36	5,439.39	4,860.57	53	
Allegan	3	5,678.98	1,700.00	200.00	352.25	4.00	.....	2,256.25	3,422.73	40
Alma	3	3,224.21	1,400.00	.....	188.10	2.16	.....	1,590.26	1,633.95	49
Alpena	2	8,998.50	2,600.00	1,150.00	400.92	8.15	.....	3,649.07	5,339.43	41
Ann Arbor	2	23,931.91	2,600.00	4,038.86	1,550.00	78.57	6,037.99	14,325.42	9,611.49	60	
An Sable	3	3,028.87	1,200.00	.....	173.50	2.80	.....	1,876.80	1,633.57	45
Battle Creek	2	28,716.64	2,700.00	3,200.00	1,480.00	1.64	7,129.67	14,511.31	14,205.33	51	
Bay City	2	26,297.90	2,600.00	3,400.00	1,034.70	90.26	8,568.08	15,991.04	10,606.86	60	
Belding	3	477.48	297.69	.....	.....	.48	.....	208.17	269.31	44
Benton Harbor	3	6,634.25	1,700.00	200.00	345.15	7.12	2,252.27	4,401.98	34	Presidential from August 8, 1890.
Berrien Springs	3	2,394.50	1,100.00	.....	140.70	1.98	.....	1,241.58	1,142.92	53
Bessemer	3	3,637.18	1,500.00	.....	274.00	1.52	.....	1,775.52	1,861.66	49
Big Rapids	2	9,240.62	2,100.00	1,150.00	650.00	5.29	.....	3,905.29	5,335.33	42
Buchanan	3	3,902.14	1,500.00	.....	245.50	1.81	.....	1,747.34	2,154.80	45
Calhoun	3	7,046.11	1,800.00	400.00	387.40	4.32	.....	2,591.72	4,454.39	37
Calumet	3	4,756.96	1,600.00	.....	173.75	1.92	.....	1,775.67	2,981.22	37
Caro	3	3,461.76	1,500.00	.....	259.00	2.00	.....	1,761.00	1,700.76	51
Charlevoix	3	2,580.17	1,100.00	.....	92.46	1.92	.....	1,194.38	1,385.79	47
Chasselle	3	2,427.97	1,100.00	.....	155.50	1.20	.....	1,256.70	1,171.27	53
Charlotte	2	9,241.49	2,000.00	1,200.00	480.00	6.07	3,685.07	5,555.42	40	Presidential from August 8, 1890.
Cheboygan	2	5,271.15	1,700.00	41.89	281.36	4.00	.....	2,038.75	3,232.40	39
Chessee	3	2,557.69	1,100.00	.....	155.50	1.20	.....	1,256.70	1,300.99	49
Cla e	3	1,969.25	896.74	.....	71.90	1.36	.....	970.00	999.25	49
Coldwater	3	11,592.19	2,200.00	1,450.00	848.36	13.52	.....	4,511.88	6,980.31	39
Constantine	3	2,794.83	1,300.00	.....	183.50	4.40	.....	1,497.90	1,296.93	54
Corunna	3	4,231.98	1,200.00	76.09	151.89	2.16	.....	1,430.06	991.93	59
Decatur	3	2,293.50	1,200.00	.....	104.86	.32	.....	1,307.18	901.32	59
Detroit	3	415,010.76	8,800.00	52,964.45	104.86	1,771.97	81,908.71	139,877.13	275,132.63	34	
Dowagiac	3	5,216.71	1,600.00	240.76	3.28	1,844.04	3,372.67	35	In Government building.
East Saginaw	2	42,538.79	8,000.00	4,104.05	1,584.43	182.12	6,883.07	17,769.27	24,829.02	42	
East Tawas	3	2,317.76	1,100.00	.....	122.50	1.20	.....	1,224.70	1,093.06	53
Eaton Rapids	3	2,897.43	1,125.00	75.00	147.63	2.72	.....	1,350.35	1,507.08	47
Escanaba	2	6,896.19	2,000.00	949.99	390.00	108.21	.....	3,418.23	3,487.96	39
Evart	3	2,708.14	1,300.00	.....	180.67	1.36	.....	1,462.03	1,241.11	54
Fenton	3	3,961.78	1,500.00	.....	176.94	4.48	.....	1,661.43	2,290.35	43
Flint	2	17,150.13	2,400.00	1,848.33	932.15	6.56	8,887.09	9,104.13	8,046.00	53	
Fort Gratiot	3	2,629.33	1,200.00	.....	173.50	.56	.....	1,374.06	1,255.27	53
Fowlerville	3	1,284.35	1,100.00	136.00	1.86	1,106.36	980.99	53	Presidential from July 1, 1890.
Freemont	3	2,411.46	1,100.00	.....	137.25	.64	.....	1,237.59	1,173.86	51
Gladstone	3	2,070.80	1,100.00	.....	124.00	.40	.....	1,224.40	842.40	59

Grand Haven.....	5,779.61	1,700.00	400.00	330.57	6.54	.....	2,437.21	3,242.40
Grand Rapids.....	2,813.63	1,247.01	.....	113.75	1.60	.....	1,481.27	1,481.27
Grand Ledge.....	126,214.35	2,100.00	14,896.05	153.75	491.00	25,210.46	43,098.41	76,231.26
Graetting.....	2,534.35	1,800.00	200.00	367.00	4.16	.....	2,117.82	1,117.03
Greenville.....	6,324.04	1,800.00	.....	397.50	1.52	.....	2,864.15	2,927.84
Hancock.....	1,843.56	1,000.00	.....	229.25	.....	.....	2,300.02	2,449.46
Hart.....	1,763.74	1,000.00	.....	119.41	.....	.....	1,119.41	835.04
Hattings.....	9,822.27	2,200.00	600.00	332.81	16.72	.....	2,532.81	2,569.54
Heldreth.....	5,268.74	1,600.00	1,353.42	434.18	8.36	.....	4,030.32	2,884.06
Holland.....	4,393.54	1,600.00	1,162.00	294.04	2.04	.....	2,039.36	2,206.53
Holly.....	4,393.58	1,000.00	.....	300.00	.....	.....	1,472.98	2,459.72
Houghton.....	1,089.24	1,000.00	200.00	122.37	4.40	.....	1,822.87	696.57
Hudson.....	5,132.42	1,600.00	150.00	298.25	8.68	.....	2,039.93	2,083.49
Hus.....	4,536.40	1,600.00	150.00	198.46	4.88	.....	1,953.34	2,543.16
Inlay City.....	6,692.48	1,600.00	400.00	303.00	4.30	.....	2,307.80	2,890.31
Ionia.....	9,919.39	2,200.00	1,185.00	115.58	87.63	1,382.30	1,113.88	1,578.06
Ionia Mountain.....	9,188.30	1,800.00	.....	860.00	.....	.....	5,724.93	4,194.27
Ipsworth.....	7,363.45	1,500.00	.....	397.50	4.40	.....	2,201.90	6,966.40
Ishteping.....	12,997.37	2,500.00	1,875.00	210.75	1.84	.....	1,706.59	5,654.86
Ithaca.....	8,291.42	1,400.00	.....	147.10	8.49	.....	4,182.49	8,714.39
Jacks.....	27,151.37	2,800.00	4,738.83	1,697.42	1.52	8,414.06	1,648.63	1,742.80
Jonesville.....	2,775.08	1,300.00	.....	201.58	1.53	.....	1,503.10	1,275.06
Kalamazoo.....	48,392.56	3,000.00	5,460.00	1,167.25	76.56	8,145.55	17,789.16	80,593.40
Kalkaska.....	2,619.58	1,100.00	100.00	152.25	.....	.....	1,252.81	1,076.24
Kalamazoo.....	3,429.68	1,400.00	8,198.85	168.05	16	.....	1,568.21	1,051.64
Lake Linden.....	81,794.83	2,800.00	.....	1,775.00	78.70	6,892.87	14,445.42	17,349.21
Lansing.....	4,850.92	1,600.00	.....	255.00	4.96	.....	1,850.96	2,990.96
Leellie.....	3,123.41	1,000.00	.....	63.11	1.68	.....	1,024.79	1,027.62
Lowell.....	3,272.54	1,400.00	.....	226.00	1.61	.....	1,628.16	1,644.38
Lowell.....	7,234.27	1,800.00	889.99	843.81	8.12	.....	2,546.42	4,677.85
Maclure.....	3,173.74	1,100.00	100.00	152.25	.....	.....	1,353.21	890.53
Maclure.....	4,682.24	250.00	.....	27.50	24	.....	215.50	215.50
Manistee.....	10,399.25	2,200.00	1,500.00	764.07	8.75	8,865.02	8,332.64	1,996.41
Manistee.....	3,574.74	1,400.00	.....	193.58	1.36	.....	1,594.99	1,979.85
Manistee.....	2,752.15	1,200.00	100.00	194.75	1.04	.....	1,485.79	1,286.36
Marine City.....	14,018.00	2,300.00	1,230.18	48.44	84.81	8,374.43	8,977.80	7,640.20
Marquette.....	7,684.18	2,600.00	1,155.00	427.71	9.13	.....	8,591.93	4,092.35
Marshall.....	2,698.74	1,050.00	.....	171.50	1.92	.....	1,223.43	1,475.23
Mason.....	2,157.63	1,100.00	.....	156.50	0.73	.....	1,256.32	901.41
Mendon.....	10,227.47	2,200.00	1,925.00	422.38	9.62	.....	6,086.31	5,141.16
Menominee.....	8,246.58	1,400.00	.....	226.00	2.80	.....	1,628.90	1,068.08
Midland.....	2,198.56	1,100.00	400.00	144.09	96	.....	1,245.05	933.51
Milford.....	6,346.77	1,800.00	.....	206.28	11.28	.....	2,417.56	3,926.21
Monroe.....	6,346.77	1,800.00	.....	206.28	11.28	.....	2,417.56	3,926.21
Morenci.....	4,661.63	250.00	.....	21.25	16	.....	1,871.45	2,115.23
Mount Clemens.....	5,615.45	1,600.00	.....	257.78	17.68	.....	1,375.40	3,769.96
Mount Clemens.....	4,826.46	1,500.00	100.00	204.00	2.96	.....	1,906.80	2,719.06
Mount Pleasant.....	20,475.46	2,600.00	3,371.48	1,036.38	4.08	7,280.81	14,262.72	6,212.74
Muskegon.....	5,938.96	1,700.00	200.00	861.00	2.40	.....	2,263.90	3,675.06
Negaunee.....	1,942.12	1,000.00	100.00	132.67	.....	.....	1,232.87	708.45
Newaygo.....	6,859.29	1,800.00	300.00	281.20	7.44	.....	2,388.64	4,470.65
Niles.....	4,405.08	1,300.00	.....	162.60	2.32	.....	1,464.92	2,940.16
Northville.....	.....	.....	.....	.....	.....	.....	.....	.....

Presidential from July 16, 1898.
In Government building.

Delinquent July 1 to August 31, 1898.

Presidential, April 1, 1898.

In Government building.

Delinquent second quarter, 1898.

Presidential from April 1, 1898.

	1,200.00	1,400.00	1,600.00	1,800.00	2,000.00	2,200.00	2,400.00	2,600.00	2,800.00	3,000.00	3,200.00	3,400.00	3,600.00	3,800.00	4,000.00	4,200.00	4,400.00	4,600.00	4,800.00	5,000.00	5,200.00	5,400.00	5,600.00	5,800.00	6,000.00	6,200.00	6,400.00	6,600.00	6,800.00	7,000.00	7,200.00	7,400.00	7,600.00	7,800.00	8,000.00	8,200.00	8,400.00	8,600.00	8,800.00	9,000.00	9,200.00	9,400.00	9,600.00	9,800.00	10,000.00	10,200.00	10,400.00	10,600.00	10,800.00	11,000.00	11,200.00	11,400.00	11,600.00	11,800.00	12,000.00	12,200.00	12,400.00	12,600.00	12,800.00	13,000.00	13,200.00	13,400.00	13,600.00	13,800.00	14,000.00	14,200.00	14,400.00	14,600.00	14,800.00	15,000.00	15,200.00	15,400.00	15,600.00	15,800.00	16,000.00	16,200.00	16,400.00	16,600.00	16,800.00	17,000.00	17,200.00	17,400.00	17,600.00	17,800.00	18,000.00	18,200.00	18,400.00	18,600.00	18,800.00	19,000.00	19,200.00	19,400.00	19,600.00	19,800.00	20,000.00	20,200.00	20,400.00	20,600.00	20,800.00	21,000.00	21,200.00	21,400.00	21,600.00	21,800.00	22,000.00	22,200.00	22,400.00	22,600.00	22,800.00	23,000.00	23,200.00	23,400.00	23,600.00	23,800.00	24,000.00	24,200.00	24,400.00	24,600.00	24,800.00	25,000.00	25,200.00	25,400.00	25,600.00	25,800.00	26,000.00	26,200.00	26,400.00	26,600.00	26,800.00	27,000.00	27,200.00	27,400.00	27,600.00	27,800.00	28,000.00	28,200.00	28,400.00	28,600.00	28,800.00	29,000.00	29,200.00	29,400.00	29,600.00	29,800.00	30,000.00	30,200.00	30,400.00	30,600.00	30,800.00	31,000.00	31,200.00	31,400.00	31,600.00	31,800.00	32,000.00	32,200.00	32,400.00	32,600.00	32,800.00	33,000.00	33,200.00	33,400.00	33,600.00	33,800.00	34,000.00	34,200.00	34,400.00	34,600.00	34,800.00	35,000.00	35,200.00	35,400.00	35,600.00	35,800.00	36,000.00	36,200.00	36,400.00	36,600.00	36,800.00	37,000.00	37,200.00	37,400.00	37,600.00	37,800.00	38,000.00	38,200.00	38,400.00	38,600.00	38,800.00	39,000.00	39,200.00	39,400.00	39,600.00	39,800.00	40,000.00	40,200.00	40,400.00	40,600.00	40,800.00	41,000.00	41,200.00	41,400.00	41,600.00	41,800.00	42,000.00	42,200.00	42,400.00	42,600.00	42,800.00	43,000.00	43,200.00	43,400.00	43,600.00	43,800.00	44,000.00	44,200.00	44,400.00	44,600.00	44,800.00	45,000.00	45,200.00	45,400.00	45,600.00	45,800.00	46,000.00	46,200.00	46,400.00	46,600.00	46,800.00	47,000.00	47,200.00	47,400.00	47,600.00	47,800.00	48,000.00	48,200.00	48,400.00	48,600.00	48,800.00	49,000.00	49,200.00	49,400.00	49,600.00	49,800.00	50,000.00	50,200.00	50,400.00	50,600.00	50,800.00	51,000.00	51,200.00	51,400.00	51,600.00	51,800.00	52,000.00	52,200.00	52,400.00	52,600.00	52,800.00	53,000.00	53,200.00	53,400.00	53,600.00	53,800.00	54,000.00	54,200.00	54,400.00	54,600.00	54,800.00	55,000.00	55,200.00	55,400.00	55,600.00	55,800.00	56,000.00	56,200.00	56,400.00	56,600.00	56,800.00	57,000.00	57,200.00	57,400.00	57,600.00	57,800.00	58,000.00	58,200.00	58,400.00	58,600.00	58,800.00	59,000.00	59,200.00	59,400.00	59,600.00	59,800.00	60,000
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No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent. expense to gross receipts.	Remarks.
MINNESOTA—continued.											
Shakopee.....	3	\$2,233.66	\$1,100.00	\$100.99	\$159.58	\$5.04	.....	\$1,464.61	\$769.05	66	
Sleepy Eye.....	3	2,635.75	1,100.00	.....	158.50	1.12	.....	1,259.62	1,276.13	50	
Spring Valley.....	3	2,792.10	1,200.00	114.78	180.34	1.30	.....	1,494.32	1,295.78	54	
Stillwater.....	3	13,137.58	2,300.00	2,200.00	2,223.93	43.99	\$5,260.21	11,037.13	2,100.45	84	
Tower.....	3	3,024.29	1,400.00	.....	223.00	1.04	.....	1,627.04	1,397.25	54	
Tracy.....	3	2,499.83	1,200.00	200.00	161.50	1.48	.....	1,591.98	1,337.85	62	
Wabasha.....	3	3,047.01	1,400.00	200.00	221.50	2.88	.....	1,824.38	1,222.63	60	
Wadena.....	3	2,287.21	1,100.00	100.00	155.50	1.48	.....	1,355.98	931.23	59	
Warren.....	3	1,985.05	1,100.00	.....	152.25	2.40	.....	1,254.65	1,674.40	63	
Waseca.....	3	3,573.40	1,500.00	150.00	244.50	2.64	.....	1,899.14	1,674.26	53	
Willmar.....	3	3,606.48	1,500.00	200.00	259.00	2.32	.....	1,961.32	1,645.16	54	
Winnebago City.....	3	2,552.37	1,100.00	180.00	135.31	2.88	.....	1,418.19	1,134.18	56	
Winona.....	3	22,217.92	2,600.00	3,400.00	2,300.00	58.80	6,905.43	15,164.23	7,053.69	68	
Worthington.....	3	3,228.04	1,400.00	68.82	189.50	2.34	.....	1,660.56	1,567.48	51	
Total.....	.....	940,390.92	90,950.00	109,879.15	23,736.89	4,184.50	173,685.71	402,436.25	537,954.67	48	
MISSISSIPPI.											
Aberdeen.....	3	4,262.64	1,500.00	250.00	187.25	6.08	.....	1,754.08	2,506.56	41	In Government building.
Biloxi.....	3	3,307.44	1,300.00	.....	153.68	17.04	.....	1,504.29	1,803.15	45	
Brookhaven.....	3	3,833.52	1,300.00	200.00	217.95	6.01	.....	1,659.64	1,673.88	48	
Canton.....	3	3,545.46	1,400.00	500.00	292.50	9.52	.....	1,827.87	1,717.59	53	
Columbus.....	3	7,283.70	1,800.00	500.00	352.50	6.56	.....	2,599.06	4,683.64	36	
Cornith.....	3	3,387.18	1,400.00	800.00	152.88	8.28	.....	1,856.13	1,531.05	55	
Crystal Springs.....	3	3,476.26	1,200.00	.....	132.30	1.36	.....	1,533.66	1,442.60	54	
Durant.....	3	332.40	169.53	15.38	.....	1.16	.....	185.07	137.33	57	Presidential from May 4, 1890.
Greenville.....	2	10,498.09	2,000.00	825.00	383.40	14.48	.....	3,192.89	7,305.21	30	Presidential from August 2, 1890.
Greenwood.....	3	2,647.16	913.04	.....	80.82	2.02	.....	995.88	1,651.28	38	
Groesada.....	3	3,469.70	1,400.00	250.00	197.79	2.24	.....	1,850.03	1,619.67	53	
Hatchburn.....	3	2,568.61	1,200.00	.....	146.12	2.41	.....	1,342.53	1,106.08	54	
Holly Springs.....	3	3,693.48	1,500.00	800.00	241.25	5.39	.....	2,016.51	1,676.94	55	
Jackson.....	2	12,954.90	2,200.00	1,797.22	.....	64.36	3,104.00	5,819.48	5,819.42	55	In Government building.
Kosciusko.....	3	2,685.20	1,100.00	400.00	131.35	1.39	.....	1,632.74	1,002.46	62	
Macon.....	3	2,892.26	1,200.00	.....	126.25	5.54	.....	1,331.79	1,560.47	47	
Meridian.....	3	14,645.63	2,300.00	1,616.85	629.60	30.05	8,157.84	7,064.34	6,991.29	53	
Natchez.....	3	13,444.69	2,300.00	1,300.00	620.15	26.42	8,157.24	7,333.81	6,110.81	55	
Oakland.....	3	3,457.74	1,200.00	1,000.00	123.40	.....	.....	1,423.40	1,807.34	59	
Oxford.....	3	3,246.24	1,300.00	190.96	.....	2.16	.....	1,502.15	1,402.99	46	
Pass Christian.....	3	2,110.26	1,000.00	.....	92.40	6.96	.....	1,090.96	1,019.30	52	Do.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ending June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
MISSOURI—continued.											
Jefferson City	2	\$12,159.50	\$2,306.00	\$2,000.00	.....	\$17.23	\$1,844.62	\$5,061.90	\$8,497.60	47	In Government building.
Opplin	2	8,884.35	1,800.00	236.11	\$730.80	13.44	.....	2,880.35	6,454.00	27	
Kokcha	2	2,102.94	1,000.00	150.00	87.90	5.50	.....	1,283.00	864.94	59	
Kansas City	2	483,071.88	8,900.00	64,337.41	545.70	2,372.12	65,083.48	136,139.71	296,932.17	31	Do.
Kirksville	1	6,130.27	1,700.00	290.00	528.76	3.44	.....	2,320.19	3,900.08	36	
Kirkwood	2	2,828.22	1,200.00	.....	80.63	4.80	.....	1,285.43	1,540.79	45	
Lama	2	5,263.71	1,700.00	500.00	341.00	6.24	.....	2,547.34	2,716.47	48	
Lebanon	2	3,227.96	1,300.00	499.71	189.15	8.72	.....	1,992.68	1,235.38	62	
Lee's Summit	2	499.51	.....	.....	.....	.....	.....	275.08	224.43	55	Presidential from April 1, 1890.
Lexington	2	6,418.87	1,700.00	190.61	238.50	6.48	.....	2,144.59	4,274.28	33	
Liberty	2	5,580.42	1,400.00	161.35	185.55	3.12	.....	1,760.03	1,890.40	49	
Louisiana	2	10,869.81	2,000.00	727.51	370.90	5.84	.....	3,104.25	7,205.56	31	
Macon City	2	6,118.85	1,800.00	500.00	289.58	6.06	.....	2,695.64	3,423.21	44	
Marshall	2	6,977.75	1,800.00	300.00	275.70	6.80	.....	2,882.60	4,505.25	34	
Marville	2	6,802.86	1,800.00	200.00	314.07	7.20	.....	2,351.37	4,451.50	35	
Memphis	2	3,052.64	1,300.00	150.00	131.04	5.36	.....	1,681.60	1,471.04	52	
Mexico	2	7,608.51	1,900.00	300.00	347.50	8.96	.....	2,556.49	5,652.05	34	Presidential from April 16, 1890.
Millan	2	454.09	208.79	50.00	.....	.....	.....	253.27	190.82	70	
Moberly	2	10,504.91	2,000.00	1,200.00	338.37	10.00	.....	3,488.57	6,986.54	34	
Monett	2	2,224.86	1,200.00	100.00	170.10	2.72	.....	1,438.82	788.04	66	
Monroe City	2	2,568.45	1,200.00	.....	176.65	2.08	.....	1,372.79	1,185.72	53	
Montgomery City	2	3,244.44	1,300.00	103.34	150.83	1.80	.....	1,555.27	1,689.17	48	
Mound City	2	528.42	250.00	.....	83.75	.....	.....	284.07	244.35	54	Presidential from April 1, 1890.
Neesho	2	9,663.49	1,500.00	190.99	212.69	2.98	.....	1,915.64	1,747.95	52	
Nevada	2	10,339.52	2,200.00	2,187.50	486.75	17.68	.....	3,991.83	6,347.69	29	
Palmyra	2	2,981.55	1,300.00	190.95	176.76	1.76	.....	1,492.73	1,488.82	50	
Paris	2	2,743.17	1,200.00	100.00	109.30	1.92	.....	1,411.23	1,330.95	51	
Pierce City	2	4,001.99	1,500.00	299.73	42.80	2.24	.....	1,844.77	2,157.22	46	
Plattsburgh	2	2,758.88	1,300.00	76.00	202.60	1.79	.....	1,580.49	1,178.40	57	
Pleasant Hill	2	3,112.35	1,388.46	148.76	184.02	3.60	.....	1,724.84	1,387.51	55	
Poplar Bluff	2	3,530.68	1,400.00	.....	174.20	1.92	.....	1,576.13	1,954.56	45	
Prenticeon	2	2,080.55	1,000.00	300.00	136.06	4.48	.....	1,536.54	514.01	74	
Rich Hill	2	4,499.16	1,600.00	200.00	276.83	2.61	.....	2,078.07	2,420.10	46	
Richmond	2	3,304.02	1,400.00	150.00	62.00	1.86	.....	1,628.74	1,690.16	49	
Rolla	2	2,942.15	1,200.00	250.00	174.90	1.84	.....	2,237.22	4,940.61	31	
St. Charles	1	7,167.83	1,800.00	100.00	827.70	0.63	.....	2,277.22	79,688.05	29	
St. Joseph	1	112,447.99	8,800.00	13,039.32	1,445.30	346.39	4,636.32	35,769.34	710,374.14	38	In Government building.
St. Louis	1	1,128,205.80	6,000.00	187,909.46	2,331.30	4,818.70	226,776.20	427,831.25	710,374.14	48	Presidential from July 8, 1890.
Sedalia	2	28,483.43	904.57	.....	101.25	1.70	.....	1,197.04	1,201.30	34	Delinquent fourth quarter, 1890.
Sedalia	2	2,208.10	702.78	.....	01.47	2.32	.....	1,760.35	9,191.45	34	
St. Louis	2	23,531.57	2,500.00	.....	529.30	4.02	7,896.70	14,337.08	9,191.45	61	

Shelbina.....	3	2,682.65	1,200.00	175.50	1.28	.....	1,476.78	1,205.87	55
Slater.....	3	2,988.47	1,300.00	208.75	1.52	.....	1,510.27	1,488.16	50
Springfield.....	2	31,201.44	2,700.00	1,051.00	34.24	6,502.07	15,411.49	15,780.85	45
Starbary.....	3	3,748.44	1,400.00	1,121.05	1.84	.....	1,713.89	2,051.56	49
Street Springs.....	3	2,482.79	1,100.00	124.28	1.84	.....	1,226.10	1,056.69	54
Tarkio.....	3	2,438.91	1,079.08	80.34	.....	.....	1,159.90	1,289.01	46
Trenton.....	3	5,486.16	1,700.00	383.50	5.36	.....	2,338.86	3,147.00	43
Troy.....	3	2,97.57	1,100.00	157.00	1.40	.....	1,257.40	840.17	60
Unionville.....	3	184.39	1,000.00	111.50	1.88	.....	2,033.38	961.01	40
Warrensburg.....	3	6,579.04	1,700.00	27.05	5.76	.....	1,256.81	4,522.23	51
Washington.....	3	2,638.04	1,200.00	175.25	3.05	.....	1,038.29	998.75	62
Webb City.....	3	3,597.92	1,000.00	101.28	3.44	.....	1,104.69	2,483.23	31
West Plains.....	3	3,599.66	1,400.00	204.50	3.12	.....	2,007.92	1,591.74	56
Windsor.....	3	2,487.63	1,100.00	74.26	2.48	.....	1,276.74	1,210.89	51
Total.....		2,107,238.66	136,820.06	22,142.44	8,158.01	829,682.92	793,892.54	1,313,346.12	38
MONTANA.									
Billings.....	3	4,462.20	1,500.00	261.50	1.53	.....	2,163.02	2,299.18	48
Boulder Valley.....	3	889.06	434.95	61.76	1.16	.....	585.82	293.24	67
Bosman.....	3	6,726.75	1,800.00	391.25	3.68	.....	2,794.93	3,931.82	43
Butte City.....	3	30,862.18	2,700.00	4,613.33	26.41	3,220.39	10,563.63	20,296.55	34
Deer Lodge City.....	3	4,269.34	1,500.00	259.10	.....	.....	1,759.00	2,500.34	41
Dillon.....	3	4,227.95	1,600.00	228.50	2.08	.....	2,030.58	2,197.37	48
Fort Benton.....	3	2,776.23	1,300.00	201.78	.....	.....	1,601.75	1,174.48	58
Granite.....	3	891.55	275.00	.....	.....	.....	.....	616.55	31
Great Falls.....	3	8,522.67	1,703.00	273.00	3.62	.....	1,976.52	6,546.15	23
Helena.....	3	43,734.61	2,900.00	1,690.00	33.28	6,712.59	16,556.71	27,177.03	38
Livingston.....	3	6,541.39	1,600.00	273.37	4.64	.....	2,378.01	4,163.38	36
Marysville.....	3	2,264.14	1,200.00	184.50	.....	.....	1,484.74	779.40	66
Miles City.....	3	4,111.15	1,500.00	500.00	4.24	.....	2,274.40	1,836.75	55
Missoula.....	3	7,489.30	1,425.00	313.75	4.90	.....	2,118.71	5,370.59	28
Philipsburgh.....	3	4,019.60	1,400.00	213.50	1.04	.....	1,614.54	2,435.06	40
White Sulphur Springs.....	3	2,553.78	1,100.00	154.78	1.04	.....	1,269.99	1,289.99	74
White Sulphur Springs.....	3	1,490.15	1,000.00	107.50	.....	.....	1,107.50	382.65	74
Total.....		135,854.08	24,836.95	4,958.63	85.97	8,892.98	52,580.65	83,303.43	39
NEBRASKA.									
Albion.....	3	2,095.48	1,100.00	150.65	.....	.....	1,350.54	744.94	64
Albion.....	3	2,844.09	1,400.00	219.00	2.48	.....	1,821.41	1,022.68	64
Allamore.....	3	2,621.42	1,014.13	112.53	.....	.....	1,212.60	1,409.42	46
Alma.....	3	2,413.01	1,065.28	149.40	.....	.....	1,305.56	1,107.45	54
Arpahoo.....	3	2,482.89	1,200.00	159.27	.....	.....	1,389.51	1,122.88	55
Ashtand.....	3	3,819.01	1,400.00	221.67	1.52	.....	1,623.19	1,693.82	49
Atkinson.....	3	2,170.31	1,200.00	184.50	1.72	.....	1,485.22	683.09	68
Auburn.....	3	2,478.83	1,200.00	170.50	2.64	.....	1,373.14	1,103.99	55
Aurora.....	3	4,618.65	1,600.00	279.78	2.00	.....	2,081.78	2,538.87	45
Beatrice.....	3	16,024.12	2,400.00	875.00	1.84	3,463.66	8,774.20	7,248.92	45
Benkleman.....	3	1,620.07	1,000.00	114.98	.....	.....	1,314.98	805.14	81

Presidential from July 8, 1899.

Presidential from July 1, 1899.

Presidential from February 7, 1899.

Presidential from April 1, 1899.

Delinquent second quarter, 1899.

Delinquent third quarter, 1899.

Presidential from August 27, 1899.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ending June 30, 1890—Continued.

Offices.	Class.	Gross receipts.	Salary.	Clerk-hrs.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Percent expense to gross receipts.	Remarks.
NEBRASKA—continued.											
Blair.....	3	\$4,337.55	\$1,000.00	\$200.00	\$295.25	\$2.24	.....	\$2,007.49	\$2,240.06	48	
Blue Hill.....	3	1,907.53	1,000.00	.....	135.00	7.72	.....	1,135.73	771.81	60	
Broken Bow.....	3	5,227.30	1,000.00	390.08	287.25	2.08	.....	2,289.31	2,937.99	44	
Central City.....	3	4,073.30	1,000.00	150.00	285.90	5.44	.....	2,041.34	2,031.96	44	
Chadron.....	3	5,107.20	1,000.00	.....	293.00	7.04	.....	1,905.04	3,202.16	37	
Columbus.....	3	5,678.06	1,700.00	250.00	323.48	14.88	.....	2,294.36	3,383.70	40	
Crawford.....	3	1,090.75	448.67	.....	.....	5.58	.....	447.23	643.52	41	
Cretion.....	3	2,081.19	1,100.00	200.00	153.12	5.56	.....	1,635.08	525.51	76	
Culbertson.....	3	5,887.54	1,700.00	200.95	290.95	3.36	.....	2,091.31	3,796.23	36	
David City.....	3	2,114.18	1,000.00	100.80	135.25	1.68	.....	1,239.93	874.25	59	
Edgar.....	3	3,970.21	1,500.00	150.00	247.17	4.64	.....	1,901.81	2,068.40	48	
Fairbury.....	3	2,217.02	1,200.00	150.00	161.50	4.80	.....	1,612.30	704.72	68	
Fairfield.....	3	6,723.37	1,800.00	200.00	351.25	4.40	.....	2,345.05	4,377.72	35	
Farmington.....	3	2,806.14	1,200.00	.....	176.38	1.52	.....	1,877.90	1,428.24	49	
Falls City.....	3	2,393.69	1,200.00	100.00	149.75	1.20	.....	1,450.95	915.74	61	
Fremont.....	2	15,438.20	2,400.00	1,200.00	483.10	.....	\$2,737.38	2,029.00	1,869.00	52	
Friend.....	3	2,677.94	1,200.00	.....	185.50	72	.....	1,489.22	1,268.72	52	
Fullerton.....	3	3,072.53	1,300.00	.....	167.75	.....	.....	1,497.75	1,574.78	48	
Geneva.....	2	3,358.06	1,400.00	150.00	173.00	.....	.....	7,980.86	6,055.91	51	
Grand Island.....	2	14,045.77	2,300.00	1,470.00	700.00	20.96	3,494.90	1,734.20	1,633.86	51	
Harvard.....	2	2,846.70	1,200.00	.....	172.00	1.60	.....	1,873.00	1,012.10	51	
Hedding.....	2	17,641.28	2,500.00	2,500.00	818.98	14.82	2,623.26	8,462.06	9,378.23	47	
Hebron.....	3	3,115.00	1,800.00	200.00	191.25	2.04	.....	1,692.29	1,423.71	54	
Holdrege.....	3	6,727.90	1,700.00	400.00	313.25	2.00	.....	2,415.25	3,312.65	42	
Humboldt.....	3	2,638.81	1,200.00	.....	144.25	1.52	.....	1,341.75	1,295.06	53	
Indianola.....	3	2,220.43	1,100.00	.....	158.58	1.16	.....	1,258.72	961.68	57	
Kearney.....	2	14,420.53	2,300.00	1,885.89	160.85	14.56	2,024.90	6,092.30	8,325.05	42	
Lexington.....	2	4,006.92	1,400.00	8,985.56	182.55	80	.....	24,116.82	2,122.57	46	Changed from Plum Creek, in Government building.
Lincoln.....	1	69,694.65	3,200.00	100.00	141.25	276.22	11,745.04	1,341.41	648.20	36	
McCook.....	3	1,980.61	1,000.00	.....	916.50	1.16	.....	2,019.22	3,173.41	39	
Madison.....	3	6,192.63	1,100.00	.....	185.00	1.92	.....	1,257.42	1,831.51	40	
Minden.....	3	3,532.83	1,500.00	.....	255.25	2.34	.....	1,857.49	1,675.34	58	
Nebraska City.....	2	9,419.18	2,500.00	1,075.00	225.00	17.76	2,910.41	6,703.17	2,715.90	71	
Nelson.....	3	3,014.69	1,400.00	100.00	134.00	2.40	.....	1,728.40	1,316.29	57	
North Platte.....	3	2,362.66	1,100.00	.....	128.05	88	.....	1,299.53	1,023.16	55	
North Platte.....	3	6,413.78	1,800.00	170.00	391.25	10.80	.....	2,372.74	4,041.04	37	
North Platte.....	3	2,415.09	1,000.00	.....	144.00	64	.....	1,144.04	1,266.45	48	
North Platte.....	3	4,232.00	1,700.00	250.00	336.45	8.86	2,202.62	2,029.78	47	
Ogallala.....	3	1,841.51	1,100.00	156.15	1,256.15	2,625.30	64	

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In Government building.										
Delinquent second quarter, 1890										
30										
57										
59										
67										
47										
42										
38										
51										
49										
51										
47										
43										
55										
53										
47										
56										
72										
50										
51										
63										
55										
59										
32										
Total										
NEVADA										
3	Carson City	6,574.19	1,800.00	291.25	5.92	.....	2,797.17	3,777.02	43	
3	Elko	2,574.92	1,101.10	702.75	.....	.....	1,482.43	332.49	81	
3	Eureka	2,513.05	1,300.00	1,000.00	0.08	.....	2,302.98	210.09	92	
3	Reno	8,115.70	2,000.00	361.30	20.18	.....	8,631.38	4,484.32	45	
3	Tuscarora	1,175.68	642.66	92.31	.....	.....	734.97	410.66	63	
3	Virginia City	7,940.83	2,000.00	460.00	6.24	.....	2,766.24	4,174.58	47	
3	Winnemucca	2,138.17	1,100.00	155.50	.40	.....	1,455.90	682.27	68	
Total										
NEW HAMPSHIRE.										
8	Andrim	2,317.79	1,300.00	88.71	2.32	.....	1,391.03	924.76	60	
8	Berlin Falls	2,391.17	1,000.00	96.99	2.16	.....	1,213.12	1,178.05	51	
8	Bristol	2,261.18	1,100.00	300.00	2.88	.....	1,555.13	706.05	51	
8	Claremont	6,753.36	1,800.00	150.00	11.20	.....	2,296.20	4,487.16	39	
2	Concord	23,116.93	2,000.00	3,800.00	144.52	7,507.03	14,251.55	16,864.38	43	
2	Dover	18,502.31	2,400.00	2,000.00	2.44	.....	10,347.10	3,155.21	77	
In Government building.										

**In Government building.
Delinquent second quarter, 1890**

Delinquent from April 1 to 30, 1890.

Presidential from December 1, 1890.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW HAMPSHIRE—con'd.											
Exeter.....	3	\$7,442.77	\$1,800.00	\$270.00	\$356.04	\$28.40	\$2,449.44	\$4,991.33	33	Presidential from September 1, 1890.
Farmington.....	3	2,270.80	1,400.00	.....	212.23	6.08	.....	1,618.33	1,612.47	50
Franklin Falls.....	3	2,332.60	1,600.00	.....	242.75	5.88	.....	1,818.43	1,524.17	42
Gorham.....	3	2,136.46	1,000.00	100.00	135.00	1.60	.....	1,298.60	2,898.08	58
Great Falls.....	3	2,757.18	1,700.00	150.00	338.50	15.60	.....	2,204.10	2,553.08	45
Haverhill.....	3	4,047.59	1,600.00	.....	284.54	5.92	.....	1,800.46	2,407.13	42
Hillsborough Bridge.....	3	2,033.19	1,831.52	112.50	101.25	1.26	.....	1,046.63	1,004.56	51
Hinsdale.....	3	2,481.85	1,100.00	.....	100.00	3.20	.....	1,293.20	1,298.63	48
Kennebec.....	3	18,881.80	2,400.00	1,575.00	360.00	4.09	\$3,481.68	8,060.77	6,826.12	35	
Lebanon.....	3	7,712.43	1,400.00	.....	296.00	14.48	.....	1,632.64	6,438.03	29
Lancaster.....	3	5,528.23	1,400.00	337.50	5.12	1,042.62	2,631.98	45	Presidential from October 12, 1890.
Lebanon.....	3	5,104.43	1,600.00	.....	337.50	5.12	.....	2,051.07	3,143.58	39
Litchfield.....	3	5,104.43	1,600.00	.....	337.50	5.12	.....	2,779.60	3,460.44	44
Littleton.....	3	1,240.04	1,635.87	87.25	85.84	7.20	.....	2,214.45	2,828.24	44
Macedon.....	3	5,042.79	1,700.00	250.00	267.25	7.20	.....	2,246.53	2,828.24	44
Marietta.....	3	4,432.71	2,900.00	4,500.00	1,561.60	236.65	13,977.63	23,205.88	13,519.42	53	
Marietta Village.....	3	1,944.93	1,000.00	.....	122.00	3.44	.....	1,135.44	2,819.32	36
Milford.....	3	4,573.92	1,500.00	.....	150.00	6.32	.....	1,658.32	2,917.60	36
North Ferrisburgh.....	3	23,311.27	2,600.00	2,800.00	1,200.00	104.14	6,172.47	12,968.61	10,344.66	55	
New Market.....	3	2,491.42	1,200.00	.....	158.55	3.92	.....	1,860.47	1,330.95	55
Newport.....	3	2,144.31	1,300.00	400.00	183.50	3.12	1,868.62	1,257.69	60	In Government building.
Peterborough.....	3	2,610.59	1,500.00	.....	198.48	4.48	.....	1,450.97	1,101.31	56
Pittsfield.....	3	2,875.53	1,300.00	150.00	143.75	4.64	.....	1,763.78	1,096.81	56
Plymouth.....	3	4,032.73	1,500.00	.....	221.86	7.12	.....	1,598.39	2,377.14	43
Portsmouth.....	3	16,823.78	2,500.00	2,900.00	104.68	104.68	3,778.20	9,283.06	2,303.75	55	
Rochester.....	3	6,141.30	1,700.00	400.00	15.44	15.44	.....	2,214.22	5,927.08	36
Saco.....	3	2,171.72	1,000.00	.....	123.80	4.40	.....	1,128.20	1,043.52	52
Succow.....	3	3,437.05	1,500.00	120.00	200.70	7.12	.....	1,827.62	1,599.23	53
Tilton.....	3	2,867.91	1,100.00	149.82	183.00	7.81	.....	1,410.66	1,457.25	49
Wallsborough.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	265,087.26	54,567.30	20,584.56	10,171.13	700.75	39,980.56	128,094.39	128,042.87	50	
NEW JERSEY.											
Arlington.....	3	3,444.91	1,100.00	172.53	4.00	1,276.53	2,168.38	37	
Asbury Park.....	3	15,063.81	2,400.00	2,000.00	600.00	30.06	3,488.23	6,499.21	7,164.60	54	
Atlantic City.....	3	28,884.95	2,000.00	2,400.00	243.81	243.81	32,098.71	32,098.71	12,496.24	51	
Bayside.....	3	6,431.75	1,000.00	300.00	377.90	26.84	5,215.11	5,215.11	1,212.61	40	
Belvidere.....	3	3,375.63	1,400.00	.....	130.27	2.58	.....	1,518.13	1,760.46	47

Beverly	2,385.43	1,200.00	1,200.00	270.12	5.60	1,298.72	1,068.71	55
Bloomfield	2,767.58	1,600.00	1,200.00	270.60	17.20	1,896.58	1,870.73	19
Boston	2,532.02	1,400.00	1,400.00	144.50	7.43	1,573.84	2,532.06	42
Barnstable	5,107.31	1,700.00	1,700.00	300.37	11.12	2,311.48	2,411.27	48
Barnbrook	2,896.96	1,200.00	1,200.00	166.98	10.88	1,377.88	1,012.92	45
Barnstable	12,824.48	2,800.00	2,800.00	518.46	23.20	6,881.68	5,298.48	52
Burlington	4,450.82	1,800.00	1,800.00	433.00	23.20	2,718.27	20,864.03	54
Burlington	4,951.67	2,000.00	2,000.00	480.82	25.71	27,016.77	8,877.57	58
Camden	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Camden	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
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Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.16	1,032.36	8,877.57	58
Chatham	2,788.33	1,200.00	1,200.00	180.20	22.1			

Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Red Bank.....	3	\$8,531.09	\$1,900.00	\$200.00	\$435.00	\$18.48	\$2,553.48	\$5,977.61	30	In Government building.
Rutherford.....	2	16,987.00	2,000.00	1,108.70	173.30	10.30	.....	3,292.30	13,694.70	19
Salmonville.....	3	5,745.62	1,800.00	100.00	285.40	8.00	.....	2,203.40	3,542.22	38
South Amboy.....	3	6,353.90	1,700.00	300.00	352.25	10.40	.....	2,382.65	4,021.25	37
South Orange.....	3	3,213.99	1,400.00	.....	143.30	8.08	.....	1,551.38	1,661.31	48
Summit.....	3	4,284.33	1,500.00	.....	214.85	18.48	.....	1,733.33	2,551.00	40
Union River.....	3	6,201.87	1,600.00	200.00	298.75	13.36	.....	2,112.11	4,089.76	24
Union.....	3	2,601.08	1,200.00	.....	119.96	2.88	.....	1,323.64	1,281.34	51
Vienna.....	1	82,600.96	3,200.00	10,424.61	239.44	389.49	\$17,080.25	31,046.28	51,551.70	33	
Washington.....	2	10,328.72	2,500.00	1,033.00	273.89	6.79	.....	4,041.33	6,288.39	39
Westfield.....	2	13,978.72	2,800.00	1,187.93	217.21	0.20	.....	3,718.61	10,261.11	27
West Hoboken.....	3	6,666.43	1,700.00	.....	184.93	5.60	.....	1,890.53	4,778.90	28
Woodbridge.....	3	3,540.74	1,400.00	.....	199.93	12.24	.....	1,612.07	1,923.67	46
Woodbury.....	2	2,433.59	1,100.00	.....	154.76	3.81	.....	1,258.59	1,185.10	51
Woodstown.....	2	2,650.38	2,100.00	1,200.00	247.50	12.55	.....	3,560.06	5,090.52	41
.....	3	2,511.86	1,000.00	.....	130.07	2.08	.....	1,132.15	1,019.71	53
Total		1,113,293.44	135,893.48	103,723.15	27,293.90	6,408.73	249,008.72	522,507.98	590,787.45	47	
NEW MEXICO.											
Albuquerque.....	2	13,267.81	2,300.00	1,637.47	643.95	4.43	4,585.90	8,781.91	34	Do.
Deming.....	2	2,895.59	1,300.00	.....	291.25	1.28	.....	1,592.33	1,303.06	53
El Paso.....	2	2,640.03	1,200.00	100.00	173.30	2.96	.....	1,864.45	3,775.58	38
Kingston.....	3	1,584.40	1,600.00	.....	248.30	.....	.....	2,536.30	226.10	79
Las Vegas.....	3	3,918.41	1,600.00	850.00	276.30	4.06	.....	2,310.66	1,607.75	58
Raton.....	3	3,637.03	1,400.00	.....	211.80	.....	.....	1,711.80	1,925.23	53
Santa Fe.....	2	7,878.00	2,500.00	1,691.66	530.00	7.32	.....	3,747.96	4,090.03	43
Silver City.....	2	4,648.59	1,600.00	400.00	291.64	2.08	.....	2,253.72	2,394.87	49
Socorro.....	2	2,770.16	1,400.00	.....	218.00	.....	.....	1,618.60	1,159.56	58
Total		45,639.62	14,121.39	4,179.13	2,431.04	23.58	.....	20,753.14	24,886.48	45
NEW YORK.											
Adams.....	3	2,111.85	1,300.00	150.00	106.25	2.80	1,610.05	1,492.80	53	Do.
Addison.....	2	4,030.92	1,500.00	200.00	291.50	4.45	.....	1,965.08	2,070.94	41
Albany.....	2	190,178.84	3,500.00	84,283.50	173.00	2,353.97	37,906.64	60,209.50	103,969.34	43	
Albany.....	2	2,256.97	1,500.00	500.00	243.35	0.04	.....	2,651.29	4,005.04	37
Alfred Centre.....	3	2,786.84	1,200.00	.....	129.80	1.12	.....	1,350.92	1,435.92	48

	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2
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No. 10. — Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW YORK—continued.											
Dobbs Ferry	3	\$3,241.22	\$1,400.00	.....	\$147.00	\$15.20	.....	\$1,562.20	\$1,079.02	48	
Dundee	3	2,284.38	1,200.00	.....	186.80	1.36	.....	1,835.16	949.22	59	
Dunkirk	2	15,162.62	2,800.00	\$1,100.50	560.10	98.32	\$3,648.36	7,597.18	7,563.44	50	
Ellenville	3	5,579.95	1,700.00	8,100.00	261.00	3.28	.....	2,206.28	3,373.75	40	
Elmira	1	55,589.36	3,100.00	8,100.00	2,400.00	201.68	11,657.72	23,846.40	30,636.96	36	
Fairport	3	6,471.95	1,700.00	.....	186.50	12.64	.....	1,861.14	3,610.81	34	
Fay Rockaway	3	3,613.41	1,400.00	.....	183.85	10.61	.....	1,594.46	2,020.95	44	
Fayetteville	3	2,165.26	1,100.00	243.00	142.70	8.55	.....	1,284.38	1,770.91	52	
Fishkill on the Hudson	3	6,168.78	1,600.00	112.50	235.00	13.94	.....	2,052.74	2,536.00	33	
Fishkill on the Hudson	3	3,760.54	750.00	136.00	100.25	13.04	.....	2,052.74	2,536.00	33	
Floral Park	3	6,671.03	1,900.00	933.17	180.75	13.94	.....	2,322.03	2,433.00	37	
Flushing	2	12,668.30	2,200.00	623.17	350.00	131.58	1,434.22	4,733.97	7,934.33	31	
Fonda	3	2,558.37	1,200.00	199.80	172.00	5.15	.....	1,771.60	2,786.77	61	
Fort Edward	3	4,594.07	1,600.00	.....	193.75	5.44	.....	1,704.19	2,704.88	40	
Fort Plain	3	8,890.71	2,000.00	1,100.00	560.00	47.00	.....	3,497.00	5,393.71	41	
Frankfort	2	2,550.20	1,200.00	.....	167.10	9.00	.....	1,392.41	1,157.79	54	
Franklinville	3	9,147.91	1,200.00	1,100.00	386.49	6.13	.....	2,329.41	1,818.50	32	
Frankonia	2	8,760.99	2,000.00	1,100.00	362.95	1.20	.....	3,418.99	5,342.00	39	
Friendship	3	2,680.24	1,200.00	1,100.00	355.55	1.20	.....	3,368.45	4,813.79	51	
Fulton	2	8,418.37	2,100.00	1,300.00	354.32	5.20	.....	3,575.03	2,843.34	42	
Genesee	2	3,314.23	2,700.00	2,063.93	475.30	32.68	1,632.58	5,301.52	2,692.64	16	
Geneva	2	8,866.69	1,200.00	1,100.00	155.30	6.16	.....	3,904.34	4,962.35	47	
Glen Cove	2	13,199.75	2,300.00	1,583.11	1,000.00	26.58	3,274.56	8,469.83	4,730.93	64	
Glen Falls	2	10,330.92	2,400.00	1,468.75	960.00	26.58	3,206.73	8,092.03	2,238.89	78	
Gloversville	2	7,090.07	1,800.00	1,500.00	960.00	10.72	.....	3,770.73	3,319.35	53	
Goshen	3	6,636.35	1,800.00	430.00	223.00	8.92	.....	2,488.92	4,147.43	37	
Gouverneur	3	2,621.03	1,200.00	.....	155.04	2.32	.....	1,357.86	1,263.17	52	
Gowanda	3	3,328.19	1,300.00	.....	186.68	3.36	.....	1,481.02	1,847.17	45	
Greene	3	2,910.92	1,200.00	90.00	180.24	1.20	.....	1,471.44	1,439.48	51	
Greenport	3	4,262.47	1,500.00	150.00	211.61	3.22	.....	1,865.83	2,396.64	41	
Greenwich	3	3,702.09	1,400.00	.....	221.73	3.36	.....	1,699.08	2,133.00	43	
Groton	3	4,148.81	1,400.00	.....	196.10	1.60	.....	1,803.60	2,345.21	39	
Hamilton	3	5,357.33	1,000.00	.....	121.95	4.73	.....	1,616.60	3,740.73	34	
Hammondsport	3	2,960.72	1,100.00	350.00	214.88	1.12	.....	1,475.27	1,485.45	52	
Hancock	3	2,902.51	1,100.00	133.33	130.45	2.56	.....	1,372.34	1,530.17	57	
Havana	3	2,110.41	1,100.00	200.00	182.25	1.52	.....	1,343.77	686.67	49	
Haverstraw	3	4,431.73	1,500.00	.....	261.50	5.70	.....	1,907.20	2,464.57	44	
Hempstead	3	5,472.01	1,800.00	200.00	240.60	12.18	.....	1,702.08	3,770.93	32	
Herkimer	3	6,257.62	1,700.00	.....	260.82	10.50	.....	2,206.86	4,050.76	36	
Holtyre	3	4,431.48	1,100.00	.....	140.32	1.76	.....	1,231.04	1,221.40	50	

Presidential from October 1, 1890.

46	2,406.01	2,072.15	4.48	298.75	175.00	1,600.00	4,485.06	3
58	1,319.91	1,232.49	4.48	1,000.00	1,000.00	1,000.00	2,843.30	3
39	3,212.14	9,134.77	485.20	1,000.00	2,000.00	2,000.00	26,883.17	3
46	15,625.90	10,190.83	88.84	2,000.00	2,000.00	2,000.00	5,296.57	3
44	6,106.69	1,303.65	4.17	1,999.98	1,491.25	2,000.00	29,060.02	3
61	698.27	1,416.09	62.00	1,111.92	1,100.00	1,000.00	10,897.72	3
59	1,210.40	5,103.12	8.12	1,114.50	1,800.00	2,400.00	1,954.07	3
38	7,780.66	3,606.03	7.13	219.23	1,700.00	1,700.00	1,954.06	3
38	6,684.21	1,942.12		235.00			5,842.66	3
53	1,057.68	1,823.39	4.64	218.75	1,400.00	1,400.00	2,843.30	3
64	5,110.90	6,878.11	174.47	1,743.08	2,700.00	2,700.00	26,883.17	3
59	9,768.84	13,434.12	25.68	298.75	1,600.00	1,600.00	5,296.57	3
86	2,662.58	6,412.43	104.68	1,415.00	2,000.00	2,000.00	29,060.02	3
42	3,801.85	746.38	18.83	1,815.83	1,200.00	1,200.00	10,897.72	3
33	4,655.52	1,255.80	2.32	153.48	1,000.00	1,000.00	1,954.07	3
15	4,621.92	1,763.87	1.62	201.75	250.00	250.00	1,954.03	3
61	585.78	4,688.31	111.95	260.00	1,500.00	2,800.00	13,468.67	3
50	1,808.40	2,503.26	5.76	1,266.39	1,400.00	1,500.00	9,251.97	3
49	2,072.40	5,110.90	1.04	804.04	1,064.44	1,000.00	2,285.11	3
31	4,778.28	9,134.77	49.46	1,160.00	3,000.00	2,600.00	14,224.74	3
56	1,437.60	6,383.46	660.80	1,851.40	2,000.00	2,500.00	23,651.78	3
62	2,867.00	16,175.69	10,063.69	843.59	350.00	1,700.00	18,838.47	3
59	6,911.90	2,399.83	6.24	203.25	1,800.00	1,800.00	5,701.68	3
53	1,218.14	2,813.49	10.24	650.00	203.25	2,000.00	6,999.01	3
49	1,490.86	3,604.45	4.24	32.89	950.00	2,000.00	8,226.37	3
22	1,516.93	780.91		43.78			5,116.97	3
43	2,351.25	919.07	8.64	88.86	1,064.44	1,064.44	1,504.80	3
31	15,040.86	1,997.52	8.04	268.50	200.00	1,500.00	3,964.66	3
53	885.11	1,241.04	6.82	138.00	1,000.00	1,000.00	2,549.44	3
35	5,762.24	1,703.83	10.88	208.31	150.00	1,800.00	3,843.23	3
27	1,403.84	2,166.48	2.48	204.58	1,500.00	2,000.00	6,944.74	3
44	1,401.72	1,821.35	5.88	219.00	200.00	1,400.00	3,234.98	3
54	6,421.08	1,498.36	50.00	59.69	50.00	377.78	755.38	3
37	892.13	11,477.83	50.00	1,400.00	2,500.00	2,500.00	18,389.73	3
43	2,351.25	6,037.83	1.44	1,400.00	2,500.00	2,500.00	2,852.20	3
59	1,171.27	1,734.06	5.28	162.62	1,300.00	1,300.00	2,601.19	3
49	1,490.86	1,428.91	1.44	116.11	1,065.52	1,065.52	2,601.19	3
22	1,516.93	1,436.51		136.07			2,617.87	3
43	2,351.25	1,436.51	3.40	174.08	1,137.79	2,000.00	14,838.20	3
31	15,040.86	2,163.60	8.64	298.25	800.00	2,000.00	2,853.63	3
53	885.11	2,203.26	6.84	298.25	1,500.00	2,000.00	3,351.34	3
35	5,762.24	6,329.57	40.08	153.48	1,900.00	2,000.00	21,877.18	3
27	1,403.84	2,163.60	8.13	153.48	2,000.00	2,000.00	2,643.67	3
54	6,421.08	2,163.60	48.84	221.91	513.33	2,100.00	6,438.47	3
37	892.13	11,477.83	175.31	1,618.08	4,400.00	2,500.00	11,261.31	3
43	2,351.25	19,683.04		1,618.08			34,731.68	3
59	1,171.27	1,734.06	51.79	51.79	1,600.00	1,600.00	3,034.66	3
49	1,490.86	1,428.91	27.99	320.25	2,000.00	2,000.00	2,547.21	3
22	1,516.93	1,436.51		720.00	1,000.00	1,000.00	9,592.32	3
43	2,351.25	1,436.51	50,507.56	51,683.10	6,000.00	6,000.00	6,028,927.76	1
37	892.13	2,255,624.51	1,032,123.72	51,683.10	1,113,220.43			
	3,771,303.25							

No. 10.—Gross receipts, expenses, and net revenue at Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-blre.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW YORK—continued.											
Niagara Falls.....	2	88,546.61	\$2,100.00	\$1,075.00	\$759.53	\$16.80	\$1,548.90	\$5,500.23	\$3,046.38	61	In Government building.
Northport.....	2	11,484.80	2,100.00	450.00	117.50	1.84		2,609.34	8,615.46	23	
North Tarrytown.....	2	2,365.44	1,000.00		119.00	3.12		1,222.12	1,243.32	47	
Norwich.....	2	10,507.52	2,200.00	900.00	720.00	507.15	906.58	5,293.73	5,213.79	50	
Norwood.....	3	2,256.61	1,100.00	350.00	138.15	1.20		1,539.35	697.26	70	
Nunda.....	3	2,286.39	1,200.00	200.00	181.45	1.52		1,562.97	963.42	62	
Nyack.....	3	6,340.36	1,900.00		287.70	19.44		2,187.14	6,153.22	26	
Ogdensburg.....	2	17,907.67	2,400.00	2,018.86		28.50	5,235.94	9,081.30	7,326.37	57	
Oneida.....	2	15,722.65	2,400.00	1,794.95	1,000.00	29.04	4,059.03	9,285.02	6,437.63	59	
Oneonta.....	2	11,750.40	2,300.00	1,300.00	774.95	2.48	3,154.96	7,532.39	4,218.01	64	
Ontario.....	2	12,540.14	2,300.00	1,462.50	760.00	3.88	2,507.59	7,113.97	5,426.17	57	
Oswego.....	2	27,067.79	2,700.00	4,300.00		62.32	8,107.49	15,169.81	11,897.98	56	Do.
Oxford.....	2	9,955.27	2,200.00	1,300.00		52.80	2,688.58	7,276.38	2,678.89	73	
Palmira.....	3	8,690.25	1,400.00		92.20	2.16		1,494.36	2,195.89	40	
Patchogue.....	3	7,023.38	1,800.00	300.00	260.00	6.56		2,366.56	4,656.82	24	
Peekskill.....	3	6,838.42	1,700.00		207.25	16.64		1,923.89	8,514.53	83	
Penn Yan.....	2	11,378.91	2,200.00	1,175.00	98.50	41.20	1,812.85	5,427.05	6,851.86	48	
Perry.....	3	10,940.53	2,200.00	1,250.00	450.00	9.00		8,909.00	7,071.53	86	
Phebe.....	3	3,267.96	1,400.00		205.06	1.92		1,505.98	1,600.98	49	
Phoenix.....	3	8,117.98	1,300.00	61.05	184.25	2.08		1,567.88	1,290.00	55	
Plattsburgh.....	3	2,170.06	1,000.00		101.25	3.60	2,000.47	1,104.85	1,063.21	61	Presidential from July 1, 1890. In Government building.
Port Byron.....	3	12,209.01	2,200.00	1,475.00				6,673.47	6,533.57	46	
Port Chester.....	3	2,164.51	1,100.00		150.00			1,250.00	914.51	58	
Port Henry.....	3	10,351.50	1,900.00	76.00	430.75	17.63		2,414.27	7,837.23	23	
Port Jefferson.....	3	8,776.88	1,400.00		119.20	3.12		1,523.32	2,254.06	40	
Port Jervis.....	3	2,644.69	1,200.00		145.00	1.76		1,346.76	1,291.93	53	
Port Richmond.....	3	10,272.77	2,200.00	1,150.00	1,000.00	1.42	2,626.52	6,977.94	3,294.83	68	
Portsmouth.....	3	7,507.03	1,800.00		1,890.70	11.92		1,992.62	6,514.41	41	
Poughkeepsie.....	3	8,163.30	1,900.00	800.00	283.01	7.68		2,492.68	5,670.62	31	
Pulaski.....	1	48,786.85	2,100.00	6,400.00		170.30	8,474.26	18,144.66	30,612.20	37	
Queens.....	3	8,163.36	1,300.00	160.00	189.74	2.40		1,591.14	1,572.22	52	Do. Presidential from February 14, 1890.
Randolph.....	3	453.62	877.78		22.31	1.12		401.21	34.62	92	
Rhinebeck.....	3	2,232.17	1,400.00	180.00	197.60	3.12		1,650.62	1,561.55	51	
Rhinecliff.....	3	8,297.81	1,400.00	100.00	130.35	6.68		1,638.08	1,661.78	50	
Riverhead.....	3	4,392.59	1,600.00	300.00	230.40	6.52		2,135.52	2,167.07	50	
Rochester.....	3	4,540.39	1,600.00		298.75	9.44		1,908.19	2,632.20	42	
Rochester.....	1	836,091.98	8,800.00	35,524.82	6,200.00	1,865.15	61,222.69	109,602.66	230,489.32	33	
Rome.....	3	20,572.43	2,000.00	2,500.00	2,572.43			11,531.85	8,743.15	57	
Rondout.....	3	12,776.26	2,900.00	1,479.17	501.70	36.86		4,817.73	7,961.53	25	
Rye.....	3	8,264.00	1,400.00		518.50	8.16		1,626.06	1,637.40	20	

Sag Harbor.....	3	\$6, 715.19	\$1,701.00	\$200.00	\$206.20	\$7.08	.....	\$1, 913.19	\$4, 708.31	29
St. Johnsville.....	3	2, 065.20	1, 006.00	.....	125.38	2.24	.....	1, 127.62	935.68	53
Salamanca.....	3	4, 938.43	1, 600.00	162.50	270.75	7.44	.....	2, 918.73	2, 918.73	41
Salem.....	3	3, 288.17	1, 400.00	.....	197.25	3.06	.....	1, 900.93	1, 687.24	49
Sandy Hill.....	3	4, 157.51	1, 500.00	.....	258.49	5.81	.....	1, 704.33	2, 388.18	43
Saratoga Springs.....	2	28, 032.61	2, 700.00	3, 806.68	1, 698.44	206.70	\$6, 052.48	16, 061.20	13, 572.41	53
Saugerties.....	2	6, 211.03	1, 700.00	350.00	328.00	8.08	.....	2, 886.08	3, 834.96	38
Schenectady.....	2	18, 284.83	2, 900.00	2, 800.00	1, 377.44	91.06	5, 728.08	12, 317.48	6, 966.85	64
Schoharie.....	3	2, 405.03	1, 000.00	.....	125.76	1.52	.....	1, 127.27	1, 017.78	63
Schoharieville.....	3	81.02	341.83	.....	38.75	.....	.....	7, 934.96	225.04	53
Seneca Falls.....	2	13, 578.13	2, 400.00	1, 450.33	825.00	2.77	3, 250.32	7, 934.42	5, 641.70	58
Sherburne.....	3	2, 892.82	1, 200.00	.....	130.22	2.10	.....	1, 331.32	1, 280.50	51
Sherman.....	3	2, 591.07	250.00	.....	39.50	.....	.....	293.66	.....	49
Silney.....	3	2, 625.90	1, 200.00	100.00	135.25	1.60	.....	1, 360.55	1, 360.05	52
Silver Creek.....	3	6, 198.00	1, 700.00	.....	127.50	.....	.....	1, 830.22	4, 335.87	30
Sing Sing.....	2	11, 737.64	2, 300.00	999.90	533.40	16.72	2, 602.82	6, 350.14	5, 387.40	54
Skaneateles.....	3	3, 670.51	1, 500.00	.....	194.75	2.61	.....	1, 097.31	1, 979.17	46
Springville.....	3	3, 923.11	1, 400.00	200.00	177.20	.....	.....	1, 796.65	2, 123.45	46
Stapleton.....	3	6, 946.12	1, 600.00	.....	292.50	21.76	.....	2, 114.23	4, 870.96	30
Stapleton Bridge.....	3	4, 475.67	1, 600.00	1, 710.00	.....	.....	.....	3, 318.48	1, 371.19	74
Syracuse.....	1	166, 819.01	3, 400.00	25, 645.96	75.00	855.13	84, 909.53	64, 785.67	102, 013.74	39
Tarrytown.....	3	7, 394.58	1, 900.00	.....	231.71	40.08	.....	2, 171.79	6, 223.04	29
Ticonderoga.....	3	3, 963.43	1, 400.00	.....	186.67	17.13	.....	1, 500.33	2, 272.08	41
Tompkinsville.....	3	3, 728.99	1, 475.27	.....	238.47	.....	.....	1, 731.86	1, 993.13	46
Tonawanda.....	2	11, 834.21	3, 000.00	1, 400.00	443.40	35.13	.....	3, 678.88	7, 956.53	33
Troy.....	1	103, 311.84	3, 300.00	17, 366.96	8, 141.90	1, 156.45	27, 622.15	53, 106.05	52, 285.79	50
Trumansburgh.....	3	2, 707.25	1, 300.00	.....	144.87	2.10	.....	1, 447.13	1, 280.12	53
Union Springs.....	3	2, 723.55	1, 000.00	.....	191.85	1.36	.....	1, 302.71	1, 420.84	45
Ulster.....	3	83, 604.54	3, 200.00	11, 035.45	135.01	230.68	20, 537.62	1, 136.61	45, 500.79	42
Utica.....	3	2, 592.53	1, 200.00	.....	137.00	8.68	.....	1, 841.18	1, 258.67	52
Walden.....	3	4, 116.75	1, 500.00	200.00	134.00	.....	.....	1, 894.00	2, 222.75	46
Walton.....	3	3, 494.83	1, 500.00	.....	231.50	.....	.....	1, 704.59	1, 730.07	51
Wappinger's Falls.....	3	6, 648.68	1, 700.00	800.00	211.80	2.72	.....	2, 518.72	4, 300.46	35
Warsaw.....	3	2, 570.65	1, 400.00	.....	217.50	2.42	.....	1, 119.86	1, 850.87	48
Watervliet.....	3	6, 827.60	1, 500.00	166.38	234.98	4.98	.....	1, 797.89	3, 024.80	37
Watford.....	3	7, 243.47	1, 900.00	100.00	300.83	11.70	.....	2, 371.82	4, 871.65	53
Watertown.....	2	27, 321.65	2, 700.00	3, 300.00	1, 240.83	150.01	6, 833.19	14, 572.83	13, 048.70	52
Waterville.....	3	4, 149.15	1, 500.00	.....	182.77	18.12	.....	2, 144.67	2, 404.36	42
Watkins.....	3	4, 701.40	1, 600.00	243.00	183.77	7.22	.....	2, 034.01	2, 997.30	43
Waverly.....	3	10, 602.00	2, 500.00	855.00	500.00	10.98	.....	3, 398.04	7, 238.04	32
Wesport.....	3	6, 611.15	1, 900.00	400.00	215.28	7.99	.....	1, 516.83	1, 013.98	47
Wellsville.....	3	2, 854.93	1, 500.00	.....	342.80	6.03	.....	1, 817.33	2, 090.36	36
West Chester.....	3	4, 536.62	1, 600.00	.....	291.25	.....	.....	1, 694.50	2, 598.32	54
Westfield.....	3	4, 536.62	1, 600.00	.....	193.40	4.40	.....	2, 733.40	2, 800.58	30
West New Brighton.....	2	12, 091.98	2, 300.00	835.00	634.20	27.20	.....	3, 643.70	7, 770.83	49
West Point.....	3	2, 454.53	1, 400.00	100.00	179.50	11.20	.....	1, 693.70	1, 770.83	49
West Troy.....	3	7, 338.99	1, 500.00	.....	246.72	21.36	.....	4, 911.81	5, 131.87	57
Whitehall.....	3	4, 880.77	1, 600.00	.....	205.00	7.76	.....	1, 812.78	3, 077.01	57
White Plains.....	3	6, 652.41	1, 700.00	.....	528.20	20.68	.....	2, 048.19	4, 803.23	30

Presidential from February 27, 1890.

Presidential from April 1, 1890.

In Government building.
Do.

Delinquent from April 1 to 7, 1890.

In Government building.

Part delinquent third quarter, 1890.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ending June 30, 1890*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
NEW YORK—continued.											
Whitestone.....	3	\$2,658.37	\$1,000.00	\$132.00	\$0.08	\$1,138.08	\$1,520.29	43	Presidential from July 1, 1890.
Wolcott.....	3	2,313.40	1,100.00	.....	135.55	88	.....	1,230.43	1,078.97	53
Yonkers.....	2	30,900.05	2,700.00	\$2,863.84	1,750.00	135.16	\$10,320.01	17,777.51	13,122.54	58	
Total.....	9,877,500.24	413,912.77	1,574,413.88	166,291.55	75,781.29	1,883,859.94	4,119,319.43	5,758,180.81	42	
NORTH CAROLINA.											
Ashville.....	2	10,900.64	2,400.00	2,100.00	417.46	163.85	1,772.48	6,853.79	10,022.85	41	In Government building.
Charlotte.....	2	18,821.77	2,500.00	2,600.00	756.27	943.36	8,432.40	9,632.03	9,189.74	51	
Concord.....	2	3,557.05	1,400.00	1,300.00	227.15	2.16	.....	1,779.31	1,777.74	50
Durham.....	2	12,814.27	2,200.00	1,149.72	500.00	11.12	.....	3,860.84	8,953.43	30
Edenton.....	2	2,459.30	1,100.00	76.00	111.29	2.16	.....	1,280.42	1,169.87	52
Elizabeth City.....	2	2,980.54	1,300.00	100.00	161.50	5.12	.....	1,568.62	1,413.92	53
Fayetteville.....	3	6,100.03	1,700.00	400.00	274.85	6.68	.....	2,430.53	3,729.50	39
Goldsborough.....	3	5,921.35	1,700.00	800.00	852.25	12.16	.....	2,861.41	3,056.94	48
Greensborough.....	2	10,520.69	2,000.00	1,445.55	.....	22.50	.....	3,468.05	7,052.64	33
Healderson.....	2	3,823.73	1,500.00	1,042.28	193.74	5.36	.....	1,897.36	1,926.37	54
Hickory.....	3	3,980.12	1,300.00	150.00	183.00	4.02	1,637.02	1,443.10	53	In Government building.
High Point.....	3	2,795.91	1,200.00	150.00	151.93	2.06	.....	1,604.89	1,291.02	54
Kinston.....	3	2,477.93	1,300.00	150.00	189.50	2.57	.....	1,642.07	835.86	66
Monroe.....	3	1,964.88	1,100.00	149.57	92.80	.....	.....	1,341.77	623.11	68
New Bern.....	3	6,729.02	1,800.00	400.00	218.29	26.71	.....	2,526.71	4,202.31	38
Oxford.....	3	4,434.04	1,500.00	300.00	300.00	5.44	8,951.96	11,120.99	10,391.96	52	
Raleigh.....	3	21,402.05	2,600.00	4,479.69	282.00	89.34	.....	2,023.73	2,410.31	46
Redville.....	3	4,204.25	1,700.00	359.00	256.90	1.20	.....	2,108.10	2,090.15	50
Salem.....	3	2,547.72	1,275.00	150.00	190.00	1.08	.....	1,625.68	922.04	64
Salisbury.....	3	5,614.45	1,700.00	800.00	330.25	7.39	.....	2,837.45	2,777.00	51
Shelby.....	3	5,228.02	1,100.00	300.00	135.50	2.72	1,538.22	2,846.80	69	In Government building.
Stateville.....	3	5,190.71	1,000.00	500.00	241.25	4.80	.....	2,346.05	2,844.66	45
Tarborough.....	3	3,889.43	1,400.00	75.97	192.98	5.12	.....	1,775.07	2,114.41	41
Washington.....	3	3,194.81	1,400.00	100.00	133.00	6.21	.....	1,638.21	1,556.63	46
Wilmington.....	2	28,854.22	2,700.00	3,906.11	1,806.00	160.65	4,808.16	13,000.82	15,233.40	47	
Wilson.....	2	3,867.90	1,500.00	90.00	232.51	5.28	.....	1,827.79	2,040.11	47
Winston.....	2	10,044.81	2,100.00	1,175.00	248.10	287.12	.....	3,810.22	6,234.59	38
Total.....	197,109.81	44,975.00	22,335.87	8,016.79	1,194.49	14,025.00	90,547.15	106,562.66	46	

Presidential from February 19, 1880.

NORTH DAKOTA.

NORTH DAKOTA.									
Blamark	6,475.44	1,800.00	800.00	305.00	6.08	.....	2,911.08	3,564.36	45
Cassellton	2,854.85	1,400.00	.....	175.00	1.80	.....	1,575.80	1,279.05	55
Devil's Lake	3,640.87	1,600.00	200.00	291.25	2.64	.....	2,065.80	1,548.98	58
Ellendale	2,322.83	1,200.00	200.00	174.00	1.56	.....	1,174.56	748.27	68
Fargo	23,208.99	2,600.00	4,478.35	1,169.26	62.09	8,339.36	11,640.06	11,560.83	52
Grafton	3,630.98	1,600.00	200.00	168.50	2.10	.....	1,870.50	1,760.48	53
Grand Forks	14,102.36	2,300.00	1,300.00	882.50	105.78	.....	4,588.28	9,514.08	50
Hillboro	2,773.14	1,200.00	300.00	176.00	1.04	.....	1,380.04	1,383.10	53
Janestown	3,698.00	1,800.00	383.29	162.84	5.12	.....	2,498.41	3,487.59	41
Larimore	2,350.61	1,100.00	190.99	226.00	1.80	.....	1,453.47	1,124.03	62
Liabon	2,931.63	1,300.00	200.00	201.75	1.04	.....	1,827.70	1,197.08	56
Mandan	2,699.87	1,300.00	.....	221.50	1.04	.....	1,256.51	966.50	57
Mayville	2,223.04	1,100.00	.....	155.50	.....	.....	1,823.14	3,117.41	37
Minot	4,840.55	1,600.00	.....	222.50	1.64	.....	1,368.95	1,979.75	58
Park River	2,348.70	1,200.00	.....	228.00	.....	.....	1,626.00	1,346.44	55
Valley City	2,971.44	1,400.00	.....	228.00	.....	.....	1,409.62	1,665.02	46
Wabapton	3,074.54	1,125.00	75.00	208.00	3.52	.....	1,499.62	.....	.....
Total	89,656.84	25,625.00	7,954.34	5,287.34	194.59	8,339.36	43,400.83	46,296.21	48
OHIO									
Ada	5,125.93	1,600.00	.....	178.35	4.72	.....	1,780.07	3,345.86	35
Akron	50,394.84	3,100.00	5,000.00	1,380.00	148.63	10,622.15	20,150.78	30,244.06	36
Alliance	10,298.97	2,000.00	1,175.00	533.74	22.18	.....	3,730.90	6,539.07	34
Ashland	7,376.74	1,900.00	405.00	219.91	11.12	.....	2,636.03	4,840.71	34
Ashabula	8,438.76	2,000.00	945.06	350.00	14.64	.....	3,309.70	5,130.06	39
Athens	6,106.50	1,700.00	500.00	287.20	12.64	.....	2,469.84	3,636.66	40
Auburndale	3,235.52	1,200.00	.....	149.49	8.32	.....	1,353.03	1,882.49	43
Barnesville	4,385.53	1,600.00	300.00	166.75	6.32	.....	2,072.81	2,312.52	47
Bavaria	1,906.40	1,100.00	80.00	134.56	3.84	.....	1,228.43	4,979.09	70
Bellair	8,840.41	2,100.00	1,175.00	556.52	29.80	.....	3,861.32	5,909.11	33
Bellefontaine	8,952.25	1,900.00	800.00	272.50	10.64	.....	2,983.14	2,942.59	43
Bellevue	5,140.25	1,700.00	200.00	283.50	4.16	.....	2,197.06	2,942.59	47
Berea	3,696.62	1,500.00	.....	217.75	6.36	.....	1,733.11	1,973.51	47
Bowling Green	6,184.00	1,600.00	194.41	269.25	7.76	.....	2,078.42	3,110.18	40
Bridgeport	4,344.05	1,500.00	200.00	155.25	6.86	.....	1,862.21	3,227.60	42
Bryan	5,535.18	1,700.00	249.39	350.19	8.00	.....	2,307.58	3,227.60	46
Bucyrus	9,645.89	2,600.00	1,000.00	450.00	17.19	.....	3,467.19	6,178.70	36
Cailla	4,923.40	1,600.00	416.66	298.50	5.69	.....	2,320.84	2,602.56	47
Calwell	2,301.92	1,000.00	158.33	105.85	2.72	.....	1,266.90	1,035.02	55
Cambridge	6,624.39	1,800.00	350.00	309.50	13.76	.....	2,533.26	4,091.13	38
Canal Dover	3,910.27	1,500.00	150.00	133.79	6.16	.....	1,789.95	2,120.32	46
Canon	4,751.01	1,900.00	3,246.14	1,900.00	177.22	8,907.03	16,530.39	27,220.62	38
Carleton	3,078.83	1,400.00	.....	181.75	2.72	.....	1,337.64	1,492.36	52
Carry	2,242.67	1,000.00	200.00	135.00	2.64	.....	1,267.54	905.03	60
Carrollton	771.67	.....	.....	44.94	1.04	.....	1,411.87	339.40	53
Celina	3,320.89	1,300.00	33.61	177.51	8.64	.....	1,619.76	1,801.13	46
Chagrin Falls	2,581.67	1,100.00	100.00	155.70	3.12	.....	1,358.82	1,225.15	53
Chardon	2,434.81	1,200.00	100.00	172.60	2.00	.....	1,475.60	1,936.31	61
Presidential from February 19, 1881									

No. 10.—Gross receipts, expenses, and net revenues at Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
OHIO—continued.											
Chillicothe.....	2	\$16,193.54	\$2,400.00	\$2,200.00	\$1,000.00	\$41.72	\$4,384.26	\$10,025.98	\$6,167.56	63	In Government building.
Cincinnati.....	3	809,605.87	6,000.00	144,089.02	1,617.30	4,550.74	149,778.81	305,994.87	503,611.00	38	
Circleville.....	3	8,120.54	2,000.00	875.00	280.33	10.32	2,635.65	2,635.65	5,473.89	33	
Cleveland.....	3	461,854.68	3,500.00	58,906.90	11,110.00	2,614.44	91,698.98	156,931.42	304,923.21	34	Do.
Clyde.....	3	3,916.14	1,500.00	200.00	259.00	7.92	1,966.92	1,966.92	1,949.22	50	
Columbiana.....	3	2,510.56	2,500.00	.....	122.14	3.52	.....	1,825.66	1,184.90	53	
Columbus.....	1	166,947.55	3,500.00	21,028.80	.....	877.44	31,251.83	57,168.07	109,780.48	34	Do.
Columbus Grove.....	2	2,324.38	1,000.00	60.00	188.38	2.96	.....	1,301.34	1,023.02	56	
Conasaug.....	3	4,879.08	1,800.00	.....	282.44	2.80	.....	1,885.24	2,993.84	39	
Coshocton.....	3	5,848.27	1,700.00	350.00	200.46	9.12	.....	2,849.58	3,098.69	40	
Covington.....	3	2,558.04	1,100.00	100.00	144.46	2.89	.....	1,347.84	1,210.70	53	
Crestline.....	3	2,866.14	1,300.00	350.00	152.65	5.65	.....	1,808.33	1,077.81	63	
Cuyahoga Falls.....	3	3,713.62	1,500.00	.....	191.19	5.28	.....	1,696.47	2,017.15	46	
Dayton.....	3	111,730.55	3,300.00	11,061.54	8,314.87	629.66	16,952.96	34,268.43	77,472.12	31	
Defiance.....	1	9,790.17	2,100.00	1,100.00	252.00	14.08	.....	3,466.08	6,332.09	35	
Delaware.....	2	13,800.55	2,300.00	1,600.00	668.88	83.36	8,456.97	8,089.31	5,711.24	61	
Delphos.....	3	4,460.52	1,500.00	250.00	246.50	7.60	.....	2,004.10	2,456.42	45	
Dennison.....	3	659.02	805.76	.....	41.25	1.76	.....	348.57	311.05	53	Presidential from March 13, 1890.
East Liverpool.....	2	12,354.75	2,300.00	1,158.42	760.00	35.55	2,214.33	6,408.80	5,946.45	53	
Eaton.....	3	4,067.67	1,500.00	200.00	254.00	4.00	.....	1,958.00	2,129.67	48	
Elyria.....	2	9,418.04	2,200.00	1,154.54	650.00	18.16	2,583.66	6,608.36	2,809.68	70	
Fondlay.....	2	21,936.87	2,500.00	2,470.00	425.00	87.10	5,482.77	10,875.87	11,061.00	50	
Foots.....	2	12,254.13	2,100.00	1,316.86	356.00	38.18	1,792.23	5,009.26	6,614.87	46	
Franklin.....	3	8,440.24	1,400.00	.....	147.50	7.76	.....	1,804.26	1,535.98	47	
Freemont.....	2	11,061.69	2,300.00	1,350.00	477.00	31.61	3,638.89	7,697.40	3,364.69	70	
Gallion.....	3	6,568.66	1,900.00	200.00	179.99	12.48	.....	2,192.47	4,316.19	34	
Gallipolis.....	3	7,082.78	1,800.00	500.00	360.00	16.60	.....	2,775.60	4,307.13	39	
Garrettsville.....	3	2,462.94	1,100.00	.....	161.00	1.84	.....	1,262.84	1,200.10	51	
Geneva.....	3	6,932.71	1,337.78	75.25	70.31	4.08	.....	1,497.32	5,435.39	21	Delinquent January 1 to February 28, 1890.
Girard.....	3	551.71	260.56	.....	29.50	1.28	.....	391.34	160.37	71	Presidential from March 4, 1890.
Granville.....	3	3,160.65	1,400.00	.....	144.00	9.24	.....	1,546.24	1,622.41	49	
Greenfield.....	3	4,996.35	1,800.00	200.00	135.15	4.16	.....	2,139.31	2,857.04	43	
Greenville.....	3	7,616.23	2,500.00	.....	385.33	12.89	.....	2,698.21	4,918.02	35	
Hamilton.....	3	22,097.19	2,600.00	9,650.00	600.00	94.03	6,986.67	13,712.70	8,384.49	62	
Harbor.....	3	8,498.05	1,200.00	.....	170.25	4.24	.....	1,374.49	2,123.56	39	
Hicksville.....	3	3,254.54	1,800.00	.....	184.75	2.43	.....	1,447.23	1,767.31	46	
Hillabrough.....	3	7,064.63	1,900.00	600.00	250.00	6.00	.....	2,756.00	4,308.63	39	
Hiram.....	3	1,892.41	1,200.00	.....	165.25	.88	.....	1,866.13	527.28	79	
Irondout.....	3	2,672.17	1,200.00	112.80	3.36	1,310.16	1,361.97	49	
Jenison.....	3	11,229.16	2,000.00	1,350.00	400.45	20.95	3,810.40	7,348.74	34	

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1889—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
OHIO—continued.											
Richwood	3	\$2,850.57	\$1,200.00	.....	\$92.28	\$1.68	.....	\$1,283.96	\$1,565.61	45	In Government building.
Ripley	3	3,122.24	1,400.00	.....	213.50	3.92	.....	1,617.43	1,504.81	63	
St. Clairsville	3	2,500.60	1,300.00	\$180.00	150.00	4.80	.....	1,634.80	968.80	65	
St. Mary's	3	3,297.39	1,300.00	200.00	138.12	4.24	.....	1,642.36	1,645.03	50	
Salem	3	13,178.21	2,300.00	1,033.70	428.53	3.08	\$2,576.69	6,339.21	6,339.21	48	
Sandusky	2	20,183.67	2,500.00	3,600.00	.....	114.26	6,858.39	13,072.65	7,111.02	65	
Shelby	2	3,706.39	1,400.00	.....	138.50	3.04	.....	1,511.54	2,164.85	42	
Sidney	2	10,994.61	2,100.00	1,249.84	569.15	18.12	.....	3,937.11	7,057.50	36	
Springfield	1	73,695.04	3,200.00	9,950.00	2,532.82	179.14	13,518.20	29,877.16	44,317.88	40	
Steubenville	2	15,343.98	2,400.00	1,279.20	1,105.01	116.01	5,747.07	10,642.28	4,701.70	69	
Tiffin	2	15,601.47	2,300.00	1,375.00	1,635.00	40.18	4,068.15	8,408.33	5,993.14	62	
Toledo	1	173,916.15	3,400.00	23,774.00	.....	698.41	30,476.80	53,317.71	115,568.44	34	Do.
Troy	2	10,688.03	2,100.00	1,150.00	800.00	19.97	.....	3,869.97	6,818.06	39	
Uhrichsville	3	3,145.68	1,400.00	1,162.00	225.00	5.28	.....	1,763.28	1,352.40	57	
Upper Sandusky	3	5,165.78	1,600.00	199.99	147.25	10.08	.....	1,937.82	3,208.46	38	
Urbana	2	10,700.19	2,200.00	1,500.00	402.30	29.68	1,905.29	6,094.27	4,605.92	57	
Van Wert	3	8,393.21	1,900.00	399.99	359.87	10.88	.....	2,670.74	5,722.47	32	
Wadsworth	3	2,067.64	1,000.00	.....	17.50	1.13	.....	1,018.62	1,048.92	49	
Wapakoneta	3	5,214.07	1,700.00	306.00	284.66	6.73	.....	2,291.68	2,922.49	44	
Warren	2	11,720.20	2,300.00	1,462.50	650.00	61.47	2,210.88	6,694.85	5,035.35	57	
Washington C. H.	2	10,391.45	2,100.00	1,274.90	406.68	22.71	.....	3,804.29	6,587.16	37	
Wauseon	3	4,108.67	1,500.00	.....	261.50	1.92	.....	1,783.43	2,345.25	43	
Waverly	3	2,047.88	1,100.00	200.00	80.24	3.76	.....	1,363.00	684.88	68	
Wellington	3	2,797.92	1,700.00	200.00	258.50	5.52	.....	2,161.02	3,152.83	41	
Wellsville	3	6,003.97	1,400.00	150.00	197.49	21.04	.....	1,946.04	4,067.93	32	
Westerville	3	3,115.37	1,300.00	100.00	187.50	2.70	.....	1,590.20	1,525.17	51	
West Liberty	3	2,650.69	1,400.00	100.00	152.40	.....	.....	1,652.40	976.60	63	
Willoughby	3	2,650.69	1,300.00	.....	208.75	3.04	.....	1,511.79	1,147.90	57	
Wilmington	3	6,025.38	1,700.00	300.00	306.99	9.52	2,940.23	2,316.51	3,708.88	38	
Wooster	2	11,351.28	2,300.00	1,273.33	710.55	26.48	2,982.57	7,279.59	4,071.69	64	
Xenia	2	10,007.18	2,200.00	1,600.00	511.08	64.47	7,348.12	3,569.03	3,569.03	67	
Youngstown	3	31,662.35	2,700.00	3,200.00	1,200.00	172.87	8,732.80	14,005.76	17,656.59	44	
Zanesville	2	36,384.20	2,800.00	4,100.00	1,100.00	159.10	8,851.96	17,011.09	19,373.11	47	
Total		2,894,237.87	209,055.37	363,865.14	54,951.10	12,108.81	401,765.10	1,101,293.64	1,792,944.23	40	
OREGON.											
Albany	3	6,773.00	1,700.00	200.00	177.25	12.10	.....	2,083.41	4,690.10	31	
Arnington	3	933.53	615.70	111.00	88.44	1.70	810.60	116.57	18	President (1) from December 10, 1889.

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No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Chester.....	2	\$19,470.94	\$2,500.00	\$2,400.00	\$687.36	\$97.06	\$5,402.99	\$11,057.41	\$8,413.53	59	
Clarion.....	3	4,521.14	1,600.00	206.00	302.50	12.47	.....	2,120.97	2,400.17	47	
Clearfield.....	3	5,501.77	1,700.00	200.00	333.50	6.32	.....	2,239.52	3,561.95	39	
Coatesville.....	3	5,565.39	1,700.00	200.00	337.04	12.56	.....	2,250.50	3,314.70	40	
Columbia.....	3	8,699.69	1,900.00	800.00	360.00	31.20	.....	3,091.20	5,568.49	36	
Conneautville.....	3	2,099.20	1,000.00	100.00	132.10	1.60	.....	1,233.70	865.50	59	
Conneautville.....	3	6,350.42	1,700.00	300.00	319.50	24.16	.....	2,313.66	3,936.76	39	
Conshohocken.....	3	4,018.16	1,500.00	300.00	229.00	8.08	.....	2,037.08	1,981.08	51	
Corry.....	2	10,853.50	2,200.00	1,433.70	430.00	14.30	1,941.06	6,019.06	4,504.44	57	
Coudersport.....	3	3,149.85	1,300.00	206.00	196.25	3.20	.....	1,705.45	1,433.50	54	
Curwensville.....	3	3,041.82	1,200.00	300.00	179.00	2.00	.....	1,081.00	1,860.82	55	
Danville.....	2	9,425.64	2,000.00	1,073.00	568.30	17.92	.....	3,651.22	5,764.42	39	
Downingtown.....	2	2,855.99	1,400.00	1,199.99	41.83	8.72	.....	1,650.54	1,205.45	53	
Doylstown.....	3	5,048.57	1,800.00	325.00	156.32	8.40	.....	2,280.72	3,338.85	41	
Do Bois.....	3	5,935.45	1,700.00	300.00	345.57	17.44	.....	2,384.01	3,572.44	40	
Dunmore.....	3	2,669.66	1,100.00	.....	133.99	3.04	.....	1,237.03	1,431.63	46	
Easton.....	2	26,434.41	2,600.00	3,600.00	1,240.72	187.02	10,832.70	17,960.44	8,473.97	68	
Ebensburgh.....	3	2,901.93	1,200.00	100.00	154.93	5.70	.....	1,460.13	1,441.80	50	
Edinborough.....	3	2,440.71	1,200.00	.....	158.50	8.88	.....	1,350.38	1,091.33	56	
Elkried.....	3	2,451.76	1,100.00	.....	110.00	2.16	.....	1,212.16	1,239.62	49	
Embleton.....	3	12,851.67	1,200.00	135.53	83.00	3.28	.....	1,421.81	1,432.86	50	
Emporium.....	3	3,386.08	1,200.00	50.00	180.05	3.84	.....	1,442.89	1,944.09	43	
Ephratah.....	3	2,606.83	1,100.00	.....	103.98	3.44	.....	1,207.12	1,399.71	46	
Etio.....	1	52,477.30	3,100.00	6,800.00	.....	172.09	14,449.28	24,521.37	27,955.93	47	In Government building.
Everett.....	3	2,635.94	900.00	75.00	113.83	.88	.....	1,089.71	1,546.17	41	
Franklin.....	2	12,501.18	2,200.00	1,841.82	693.73	37.11	.....	4,262.68	8,238.46	34	
Freeland.....	3	2,823.99	1,000.00	.....	116.96	2.56	.....	1,119.52	1,204.47	43	
Freeport.....	3	2,314.04	1,100.00	.....	90.10	8.24	.....	1,198.84	1,116.60	52	
Gettysburgh.....	3	6,627.66	1,800.00	800.00	238.04	9.20	.....	2,647.24	3,780.42	43	
Greencastle.....	3	2,290.88	1,100.00	.....	134.80	3.00	.....	1,238.40	962.48	56	
Greensburgh.....	2	13,729.19	2,100.00	958.38	810.00	549.66	.....	4,417.90	9,311.20	32	
Greenville.....	3	7,150.27	1,800.00	160.00	310.00	13.84	.....	2,223.84	4,926.43	31	
Grove City.....	3	5,002.63	1,200.00	.....	107.94	5.44	.....	1,813.88	1,690.20	41	
Hanover.....	3	6,374.53	1,700.00	300.00	178.70	9.68	.....	2,188.38	3,186.15	44	
Harrisburg.....	1	60,225.85	3,200.00	10,737.90	.....	343.53	13,232.79	27,514.16	32,811.39	46	In Government building.
Hawley.....	3	2,045.74	1,000.00	.....	20.63	2.40	.....	1,023.03	1,022.71	50	
Hazleton.....	3	12,486.03	2,300.00	1,450.00	1,200.00	18.58	2,570.25	7,557.73	4,928.32	61	
Hollidaysburgh.....	3	4,868.18	1,600.00	1,000.00	255.00	10.08	.....	1,965.08	2,903.10	40	
Honesdale.....	3	4,047.20	1,400.00	207.50	207.50	20.50	.....	1,638.06	2,419.24	40	
Honesdale.....	3	7,384.04	1,800.00	400.00	300.00	8.72	.....	2,568.72	4,705.32	35	

Presidential from May 16, 1890.

Presidential from November 1, 1939.

Presidential from July 2, 1892.

Fontdale	4,623.41	1,606.00	287.50	2.40	1,880.90	2,733.51	41
Hammond	2,063.44	1,100.00	98.75	3.12	1,271.87	536.57	51
Hamington	13,063.50	2,400.00	400.00	19.44	6,267.31	6,369.19	58
Indiana	7,431.78	1,800.00	330.72	19.44	2,506.16	4,811.62	36
Iowa	3,670.04	1,500.00	194.94	11.12	1,906.08	1,863.98	49
Jenny	4,444.69	1,000.00	92.74	2.04	1,064.31	749.31	69
Jenny Shore	3,483.34	1,300.00	201.75	3.76	1,505.51	1,990.03	43
Kane	24,313.12	2,500.00	702.91	220.04	13,638.35	10,577.29	56
Kennett Square	4,892.77	1,500.00	247.31	8.44	1,704.35	3,183.92	35
Kingsburg	2,911.63	1,000.00	230.00	2.58	1,850.19	2,042.78	48
Kittanning	6,411.27	1,500.00	194.50	6.98	1,863.96	1,415.67	57
Kuznetsov	6,328.67	1,500.00	206.00	16.32	2,116.82	4,192.56	34
Laacaster	45,900.52	2,600.00	16.38	40	143.11	183.56	44
Lancaster	3,100.26	1,000.00	230.00	202.21	18,003.00	27,897.51	39
Lanella	3,197.24	1,300.00	68.42	11.44	1,543.96	1,554.43	80
La Plume	5,983.72	1,800.00	73.75	1.44	939.48	2,247.86	29
Lebanon	15,983.72	2,500.00	259.51	16.43	2,076.99	3,907.73	35
Leechburgh	2,321.37	1,000.00	1,000.00	47.85	7,964.24	7,964.24	55
Leiblich	2,769.05	1,200.00	102.00	3.52	1,107.52	1,232.75	48
Lewisburgh	6,592.72	1,800.00	155.13	8.24	1,357.77	1,411.28	49
Lewisburg	6,592.72	1,800.00	257.50	12.94	4,008.55	4,008.55	84
Letitz	3,191.59	1,100.00	319.73	2.94	2,728.77	4,363.95	84
Lock Haven	11,690.51	2,300.00	100.00	29.59	6,402.74	6,402.74	64
Lockport	14,992.66	2,500.00	792.48	29.59	8,469.43	8,469.43	59
McKeesport	3,961.49	1,200.00	600.00	9.13	5,270.65	5,270.65	37
McMahon City	6,982.66	1,800.00	370.00	74.68	1,063.97	4,112.88	59
Manheim	3,131.70	915.28	60.25	2.98	1,769.87	1,769.87	59
Manheim	3,131.48	1,345.00	223.33	2.48	1,769.87	1,769.87	59
Marble	3,244.95	1,000.00	120.76	5.12	2,410.66	2,410.66	50
Marletta	3,940.62	1,800.00	829.56	11.04	4,719.07	4,719.07	70
Mauch Chunk	19,922.20	2,500.00	2,500.00	65.20	10,995.20	10,995.20	84
Meadville	6,963.27	1,700.00	166.96	8.24	2,175.20	4,232.94	31
Mechanicburgh	3,079.25	1,800.00	310.00	17.44	2,137.44	2,137.44	51
Media	4,703.28	1,700.00	80.00	8.08	1,813.08	1,728.77	70
Mercer	3,120.18	1,200.00	234.00	2.16	1,903.41	1,903.41	48
Meyersdale	3,120.18	1,200.00	166.25	2.16	1,903.41	1,903.41	48
Middletown	3,120.18	1,200.00	233.38	10.40	1,903.41	1,903.41	48
Mifflinburg	2,223.81	1,200.00	114.75	3.20	1,317.05	1,317.05	59
Mifflinburg	2,223.81	1,200.00	125.70	2.16	1,317.05	1,317.05	59
Millersburgh	7,794.58	1,200.00	76.00	2.68	1,083.28	1,083.28	48
Millon	7,332.45	1,800.00	74.25	2.68	1,353.13	1,441.55	30
Minersville	3,217.62	1,100.00	284.00	14.56	2,208.56	2,208.56	48
Monongahela City	3,875.70	1,500.00	152.25	2.24	1,800.07	1,800.07	48
Monroese	3,819.24	1,600.00	146.25	4.08	2,603.33	2,603.33	48
Mont Carmel	3,819.24	1,500.00	278.27	4.08	1,760.35	2,089.90	56
Mount Joy	4,897.86	1,600.00	138.50	8.44	1,541.94	1,967.89	53
Mount Pleasant	4,873.66	1,600.00	235.55	4.40	1,667.12	2,085.65	43
Muncy	3,742.77	1,500.00	271.79	12.64	1,657.15	2,175.97	44
Nanticoke	4,488.12	1,600.00	255.00	8.36	1,976.72	4,236.25	52
New Brighton	6,411.97	1,800.00	700.00	20.72	2,076.72	4,538.35	41
New Castle	14,893.23	2,400.00	2,800.00	70.67	9,054.37	1,312.65	37
N-w Newport	2,064.01	1,100.00	300.00	4.40	1,312.65	1,312.65	37
Newport	2,064.01	1,100.00	138.00	1.68	1,330.61	1,903.91	57
Newtown	2,383.59	1,100.00	138.00	1.68	1,330.61	1,903.91	57

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Newville.	3	\$2,551.27	\$1,100.00	\$300.00	\$98.10	\$2.72	.....	\$1,500.82	\$1,050.45	59	
Northtown.	3	16,953.62	2,400.00	1,375.26	1,400.00	64.15	\$4,056.71	9,590.42	7,054.20	58	
North East.	3	2,448.10	1,500.00	.....	212.84	1.92	.....	9,114.56	2,434.54	51	
Northumberland.	3	2,438.98	1,500.00	.....	138.66	4.16	.....	1,212.82	1,103.26	53	
Oil City.	3	16,638.19	2,400.00	2,658.42	510.00	32.19	.....	5,000.58	11,458.69	30	
Olyphant.	3	3,499.75	1,933.70	.....	123.55	1.12	.....	1,112.82	708.93	38	
Oscola Mills.	3	2,445.70	1,500.00	.....	143.55	3.82	.....	1,247.77	1,198.93	51	
Oxford.	3	3,878.22	1,500.00	180.00	142.39	4.95	.....	1,527.69	2,050.33	47	
Taoka's Landing.	3	7,191.00	1,500.00	.....	132.29	5.52	.....	1,137.81	1,053.19	52	
Tankersburg.	3	7,500.45	6,653.75	368,324.69	8,133.85	12,291.25	689,235.05	745.86	761.50	50	
Uniontown.	3	2,212,539.39	6,000.00	.....	310.00	8.72	.....	1,089,974.95	1,128,664.44	49	Presidential from November 1, 1880. In Government building.
Uniontown.	3	7,213.08	1,500.00	130.00	435.94	16.80	.....	2,368.72	5,544.86	31	
Uniontown.	3	8,337.60	3,000.00	300.00	435.94	16.80	.....	2,651.90	5,885.80	30	
Uniontown.	3	524,047.63	3,000.00	90,338.52	1,470.58	5,362.69	94,389.01	204,490.76	319,536.79	39	
Pittsburgh.	2	12,454.80	2,000.00	1,775.00	613.25	12.10	4,238.95	8,929.31	3,525.49	71	
Pittston.	3	6,110.89	1,800.00	.....	855.84	1.44	.....	2,162.24	3,948.35	85	
Plymouth.	3	12,492.66	1,800.00	.....	182.25	6.40	.....	1,233.69	1,236.97	60	
Port Allegheny.	3	11,807.06	2,300.00	1,091.67	800.00	37.74	.....	4,229.41	7,677.65	38	
Pottsville.	3	18,524.33	2,500.00	2,075.21	790.00	69.02	6,778.76	12,216.99	6,309.34	66	
Pottsville.	3	4,114.36	1,500.00	260.00	217.50	6.40	.....	1,923.90	2,180.46	47	
Pottsville.	3	64,780.47	3,000.00	8,100.00	889.04	254.36	17,764.57	20,697.97	27,151.50	53	
Pottsville.	3	4,306.23	1,500.00	.....	230.00	6.16	.....	1,738.16	2,570.07	40	
Renovo.	3	3,895.19	1,400.00	.....	134.19	4.24	.....	1,538.48	1,886.76	46	
Renovo.	3	5,657.07	1,600.00	100.00	298.73	7.65	.....	2,006.41	3,650.66	35	
Ridgway.	3	4,615.04	1,500.00	.....	164.75	16.73	.....	1,691.47	2,923.61	36	
Rochester.	3	3,180.70	1,500.00	.....	143.90	2.72	.....	1,243.62	1,934.08	39	
St. Mary's.	3	2,012.90	1,500.00	.....	163.25	2.90	.....	1,365.21	1,246.08	63	
Shadysburg.	3	2,963.31	1,500.00	.....	100.00	3.92	.....	1,203.92	1,391.39	46	
Shadysburg.	3	2,171.80	1,000.00	150.00	123.84	2.72	.....	1,278.84	892.96	59	
Sayre.	3	4,489.41	1,500.00	.....	174.76	.....	.....	1,877.48	1,311.93	51	
Scottdale.	3	4,433.53	1,500.00	.....	209.00	8.85	.....	1,717.88	2,735.65	39	
Scranton.	1	61,324.63	3,100.00	8,217.45	993.00	251.80	17,966.82	82,616.16	28,907.87	53	
Scranton.	3	2,392.36	1,500.00	.....	113.95	2.96	.....	1,816.91	1,075.45	56	
Scranton.	3	8,241.61	1,400.00	.....	141.45	22.10	.....	1,663.61	1,678.00	48	
Shamokin.	3	10,943.97	2,000.00	873.00	490.00	20.44	.....	8,494.44	6,509.53	35	
Shamokin.	3	2,283.00	2,000.00	850.00	430.00	30.22	.....	8,360.22	6,962.78	32	
Sharon.	3	8,024.23	1,500.00	.....	140.00	18.08	.....	1,358.08	1,665.15	45	
Sharon.	3	2,407.57	1,500.00	.....	181.54	1.44	.....	1,233.43	1,174.14	51	
Sharon.	3	9,044.69	2,500.00	1,012.01	851.54	16.36	1,017.73	4,530.44	4,508.05	50	
Shelburne.	3	4,222.53	1,500.00	800.00	180.80	5.60	.....	2,154.36	2,183.18	50	
Shelburne.	3	7,411.86	1,500.00	.....	180.80	5.44	.....	2,154.36	1,450.23	48	
Shillington.	3	.....	.....	.....	.....	.....	.....	.....	.....	.....

Delinquen t first quarter, 1899.

Presidential from March 6, 1890.

In Government building.

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Presidential from February 9, 1890.

In Government building.

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Ipswich	3	1,917.89	1,400.00	105.00	1.90	1,595.00	350.99	63
Kimber	3	1,935.51	1,100.00	148.00	1.48	1,346.47	589.44	70
Levell City	3	2,194.78	1,000.00	51.25	80	1,187.78	1,016.95	49
Millison	3	2,000.00	1,000.00	276.25	2.34	1,778.49	221.51	87
Millbank	3	2,080.64	1,000.00	168.50	1.74	1,918.34	182.30	73
Milford	3	2,000.00	200.00	161.50	1.61	1,838.50	161.50	45
Mitchell	3	2,413.92	2,000.00	890.00	11.88	8,691.30	4,222.70	32
Parker	3	2,577.72	1,000.00	157.35	1.57	1,420.42	1,157.30	64
Pierre	3	2,577.72	1,000.00	991.00	8.08	1,793.63	814.37	58
Plantation	3	2,617.43	1,500.00	314.75	2.96	1,086.25	1,531.48	47
Raymond	3	2,596.33	1,800.00	410.00	2.94	1,182.94	1,413.36	61
Reelfoot	3	2,379.34	1,500.00	211.30	2.34	1,163.80	1,215.54	63
Scott	3	2,293.66	1,000.00	166.70	1.76	1,447.71	845.95	59
Shook Falls	2	1,700.75	2,100.00	199.25	1.99	8,709.60	10,278.36	40
Stark	3	2,739.85	1,300.00	194.25	1.94	1,694.89	1,044.96	39
Watertown	2	2,659.98	2,000.00	400.00	2.64	8,710.56	8,918.43	69
Webster	3	2,449.79	1,104.00	121.94	1.04	1,447.42	1,010.77	59
Weonsocket	3	2,646.49	1,200.00	169.00	1.64	1,570.04	1,079.75	40
Yankton	2	3,517.40	1,827.73	235.11	12.84	8,775.73	5,741.67	48
Total		157,984.62	47,502.78	8,681.33	99.09	75,468.60	81,528.02	
TENNESSEE								
Athens	3	3,130.06	1,200.00	176.50	5.46	1,681.96	1,448.10	54
Bristol	3	7,685.82	1,800.00	290.82	14.04	2,413.02	5,272.31	31
Brownsville	3	3,271.78	1,000.00	93.75	4.56	1,794.31	1,473.47	40
Chattanooga	1	68,249.72	3,000.00	612.11	348.10	26,183.06	40,058.68	85
Clarksville	2	10,877.92	2,200.00	323.15	18.40	8,700.15	6,887.77	31
Cleveland	3	3,887.82	1,500.00	223.14	6.84	1,851.78	1,885.53	51
Columbia	3	8,537.01	1,900.00	333.36	12.64	8,845.00	5,891.00	33
Covington	3	8,680.69	2,222.22	32.83	1.03	356.13	324.56	62
Dayton	3	2,737.61	1,200.00	102.18	3.36	1,805.54	1,432.07	48
Dyersburg	3	2,899.45	1,300.00	139.49	3.04	1,454.92	1,436.52	46
Fayetteville	3	3,028.06	1,300.00	160.00	4.01	1,784.01	1,264.95	58
Franklin	3	3,347.04	1,400.00	197.65	2.64	1,800.29	1,546.75	52
Gallatin	3	3,633.59	1,400.00	222.25	6.40	1,878.65	1,751.94	63
Greenville	3	3,587.71	1,200.00	137.12	3.60	1,540.72	2,046.99	43
Humboldt	3	2,136.82	1,000.00	109.08	4.8	1,210.46	946.36	56
Jackson	3	9,469.10	2,000.00	1,123.92	471.08	3,595.00	5,874.09	38
Johnson City	3	5,492.33	1,400.00	114.77	8.90	3,781.26	3,711.07	32
Knoxville	1	62,841.24	3,100.00	7,000.00	166.03	20,245.47	42,686.77	62
Lebanon	3	3,506.37	1,500.00	201.50	3.52	1,833.69	1,683.68	39
McKenzie	3	2,791.75	1,200.00	15.00	0.08	445.93	355.05	66
McMinnville	3	3,601.79	1,300.00	122.37	2.96	1,575.33	1,076.42	50
Memphis	3	148,190.58	3,400.00	19,437.63	539.87	45,869.01	102,321.57	31
Morristown	1	3,937.34	1,500.00	215.35	6.84	2,031.89	1,915.45	51
Murfreesboro	3	5,456.18	1,700.00	132.10	8.32	2,190.42	3,265.76	40
Nashville	1	187,108.61	8,400.00	30,852.54	860.33	47,210.90	89,397.71	34
Paris	3	3,063.10	1,300.00	147.55	2.88	1,700.15	1,862.95	56
Pulaski	3	3,679.49	1,500.00	246.60	4.80	2,101.48	1,578.01	57

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1890—Continued.*

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
TENNESSEE—continued.											
St. Elmo.....	3	\$4,088.02	\$1,268.85	.....	\$90.00	\$1.12	.....	\$1,337.07	\$2,750.95	29	Presidential from August 5, 1889.
Shelbyville.....	3	8,823.61	1,600.00	.....	144.99	9.44	.....	2,071.63	1,671.98	53	
South Pittsburg.....	3	8,550.85	1,286.47	.....	177.29	3.84	.....	1,507.40	2,428.23	42	Presidential from July 2, 1889.
Sweet Water.....	3	2,172.45	1,000.00	.....	83.85	3.54	.....	1,507.40	1,494.86	54	
Trenton.....	3	2,470.11	1,200.00	.....	107.39	3.56	.....	1,318.08	1,151.03	54	
Tullahoma.....	3	3,649.81	1,400.00	.....	183.91	6.70	.....	1,718.99	1,931.15	47	
Union City.....	3	4,594.15	1,600.00	.....	202.25	5.24	.....	2,083.94	2,485.11	41	
Winchester.....	3	2,788.65	1,300.00	.....	126.25	5.20	.....	1,431.45	1,357.20	51	
Total		539,637.91	55,316.38	64,138.95	5,438.56	2,545.60	\$67,788.15	195,227.64	344,410.27	36	
TEXAS.											
Arlington.....	3	6,658.13	1,600.00	.....	779.06	9.12	.....	2,189.08	4,469.05	33	In Government building.
Alvarado.....	3	2,400.41	2,800.00	.....	183.00	14.29	.....	1,323.16	1,477.25	51	
Austin.....	3	33,684.32	2,800.00	8,248.86	.....	.....	6,910.37	18,103.38	15,773.97	53	
Bastrop.....	3	2,144.64	1,000.00	225.00	122.00	3.43	.....	2,354.38	1,789.16	63	
Beaumont.....	3	5,920.25	1,700.00	200.00	325.75	2.39	.....	2,394.05	3,526.19	39	
Bellton.....	3	7,533.47	1,700.00	190.98	40.85	8.02	.....	1,818.89	5,714.58	27	Presidential from April 23, 1890.
Bellton.....	3	4,812.90	1,600.00	200.00	37.50	2.72	.....	1,818.89	3,045.08	37	
Bowie.....	3	611.94	1,250.00	.....	127.55	1.16	.....	1,292.15	291.72	61	
Brackettville.....	3	1,835.00	1,000.00	78.00	193.55	.....	.....	2,622.50	732.55	39	
Brenham.....	3	6,936.39	1,800.00	500.00	322.50	6.46	.....	1,704.96	4,331.83	62	
Brownsville.....	3	2,762.79	1,300.00	200.00	98.45	9.88	.....	1,191.53	1,571.25	41	
Brownwood.....	3	4,619.04	1,500.00	300.00	206.10	3.84	.....	1,630.84	3,077.51	35	
Bryan.....	3	5,097.37	1,600.00	130.00	175.00	5.20	.....	1,630.84	3,467.43	69	
Burnet.....	3	2,470.61	1,100.00	400.00	181.75	2.88	.....	1,586.63	840.41	60	
Culbert.....	3	3,173.61	1,400.00	.....	221.02	2.99	.....	1,771.98	1,401.63	50	
Clarksville.....	3	2,853.01	1,300.00	250.00	151.97	3.20	.....	2,264.47	1,588.54	44	
Clatsburg.....	3	5,138.13	1,700.00	400.00	151.97	.....	.....	2,310.00	2,828.13	51	
Colman.....	3	2,432.02	1,100.00	.....	191.60	.....	.....	1,510.00	1,217.02	42	
Colorado.....	3	2,905.05	1,600.00	.....	37.93	1.28	.....	1,530.79	2,364.26	42	
Columbus.....	3	2,410.70	1,100.00	.....	127.55	3.44	.....	1,530.79	915.91	63	
Corpus Christi.....	3	6,136.60	1,600.00	200.00	201.55	1.28	.....	2,072.83	3,063.77	40	
Corpus Christi.....	3	9,873.04	2,000.00	1,200.00	370.00	5.60	.....	5,772.49	4,100.55	58	
Carriacana.....	3	3,802.35	1,400.00	.....	191.05	.....	2,140.90	1,401.08	2,691.26	46	
Cuero.....	3	100,008.24	3,200.00	14,133.32	.....	.....	.....	37,904.21	67,774.03	32	In Government building.
Dallas.....	1	3,702.73	1,400.00	300.00	143.15	.....	14,751.44	1,045.11	97,437.42	51	
Deaton.....	3	15,821.49	2,300.00	800.00	421.49	14.37	4,310.60	10,232.45	5,069.04	67	
Denton.....	3	4,667.70	1,600.00	.....	214.49	2.44	.....	2,517.24	2,150.46	46	
Eagle Pass.....	3	3,962.18	1,100.00	100.00	225.00	3.10	.....	1,457.10	2,505.08	46	

El Paso.....	16,579.53	2,406.09	2,800.00	692.20	121.00	2,414.08	8,427.28	8,152.25	51
Ennis.....	3,301.34	1,400.00	.....	215.75	1.92	.....	1,617.67	1,743.67	48
Farmersville.....	1,630.18	902.17	115.27	98.22	1.45	.....	1,117.11	513.07	69
Flatonja.....	2,479.15	1,121.74	93.50	136.52	2.66	.....	1,354.42	1,124.73	55
Fort Worth.....	44,406.38	2,800.00	6,645.00	1,014.60	191.57	8,088.06	18,738.23	25,667.15	42
Galveston.....	10,912.48	2,100.00	1,292.12	13.30	12.62	.....	8,418.04	7,494.44	31
Galveston.....	64,347.39	3,100.00	10,946.71	.....	186.96	10,972.26	25,205.93	39,141.46	39
Galveston.....	2,423.26	1,100.00	.....	141.25	.....	.....	1,441.25	962.11	59
Georgetown.....	3,277.68	1,125.00	187.50	163.30	4.48	.....	1,676.28	1,751.04	46
Gonzales.....	2,045.80	1,200.00	350.00	173.50	2.24	.....	1,424.74	1,153.94	58
Greenville.....	2,768.54	1,000.00	350.00	381.25	8.50	.....	2,510.75	3,238.79	44
Hempstead.....	2,045.80	1,000.00	100.00	115.95	1.20	.....	1,217.15	818.65	59
Hevretta.....	3,864.93	1,500.00	333.33	161.10	5.04	.....	1,699.47	2,165.46	44
Hillabro.....	3,484.67	1,500.00	150.00	28.00	4.88	.....	1,883.88	2,803.79	37
Honey Grove.....	3,514.59	1,500.00	150.00	28.00	4.88	.....	1,883.88	2,803.79	37
Houston.....	46,513.46	2,301.09	6,611.49	215.20	2.32	8,088.62	1,867.52	1,647.07	53
Huntsville.....	4,690.50	1,500.00	79.98	859.64	291.61	.....	20,032.45	26,461.01	43
Jefferson.....	4,216.71	1,500.00	200.00	225.50	2.48	.....	1,807.96	2,882.51	39
La Grange.....	2,879.33	1,200.00	350.00	137.00	3.68	.....	1,807.96	2,882.51	39
Lampasas.....	4,520.91	1,600.00	250.00	148.35	6.40	.....	1,704.75	1,174.56	50
Laredo.....	2,884.83	1,900.00	300.00	205.00	4.40	.....	2,059.40	2,461.51	46
Longview.....	2,885.77	1,300.00	1,000.00	420.00	8.56	.....	3,328.56	5,956.27	36
Luling.....	2,596.90	1,085.05	80.00	178.50	2.80	.....	1,792.30	1,103.47	62
McKinney.....	4,820.65	1,600.00	196.99	149.50	2.32	.....	1,324.87	1,270.03	51
Marlin.....	2,920.37	1,200.00	167.05	281.05	4.40	.....	2,088.44	2,732.21	43
Marshall.....	8,631.40	2,100.00	1,200.00	167.05	8.88	.....	1,368.53	1,551.84	47
Mexia.....	3,933.77	1,400.00	800.00	366.25	7.70	.....	3,673.95	5,207.45	41
Mincoia.....	2,084.86	1,000.00	200.00	214.75	2.08	.....	1,916.83	2,016.94	49
Navasota.....	3,445.10	1,400.00	200.00	120.25	2.40	.....	1,331.65	732.21	65
Orange.....	4,422.84	1,400.00	186.50	186.50	2.80	.....	1,793.30	1,655.80	62
Palestine.....	7,126.61	1,505.00	600.00	134.23	2.72	.....	1,536.95	2,685.89	35
Paris.....	9,929.15	2,100.00	1,400.00	283.25	6.42	.....	2,394.67	4,733.84	34
Rockdale.....	2,666.47	1,100.00	100.00	294.75	6.03	3,293.77	7,008.15	2,621.00	71
Rusk.....	164.08	112.09	150.00	142.00	1.45	.....	1,142.40	1,824.07	50
San Angelo.....	5,234.59	1,600.00	150.00	274.95	3.50	.....	1,121.99	51.99	68
San Antonio.....	47,184.91	3,000.00	7,556.03	1,873.35	485.02	10,000.34	2,078.51	3,206.08	39
San Marcos.....	3,724.88	1,400.00	100.00	215.00	3.28	.....	22,974.76	24,180.15	49
Seguin.....	584.70	275.00	38.33	38.33	.....	.....	1,718.28	2,006.60	46
Sherman.....	17,448.49	2,400.00	1,675.27	464.80	10.40	3,898.25	8,438.72	9,099.77	56
Shupaur Springs.....	3,372.95	1,400.00	226.00	226.00	2.82	.....	1,628.82	1,744.18	48
Taylor.....	4,984.74	1,500.00	200.00	189.44	6.08	.....	1,595.52	8,069.22	38
Temple.....	5,901.43	1,700.00	250.00	821.36	7.28	.....	2,278.61	3,632.78	39
Terrill.....	4,745.90	1,700.00	100.00	31.65	3.68	.....	1,535.33	2,913.57	39
Texasana.....	4,841.29	1,500.00	200.00	253.52	4.80	.....	1,954.32	2,882.97	40
Tyler.....	8,956.68	1,900.00	892.39	125.99	10.08	.....	2,362.47	6,054.21	26
Vernon.....	5,238.81	1,905.85	67.22	135.99	5.28	.....	1,294.14	4,034.67	24
Victoria.....	4,382.31	1,500.00	400.00	188.50	17.88	.....	2,099.38	2,292.63	48
Waco.....	26,495.02	2,600.00	4,035.42	115.82	10.68	4,490.52	11,115.82	15,379.20	43
Waxahatche.....	5,736.23	1,195.65	373.62	161.42	1.28	.....	1,731.97	4,004.36	30

Presidential from August 6, 1892.

Presidential from July 25, 1893.

In Government building.

Delinquent second quarter, 1890.

Presidential from May 26, 1890.

Presidential from April 1, 1890.

In Government building.

Presidential from August 2, 1890.

In Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
TEXAS—continued.											
Weatherford.....	3	\$7,498.72	\$1,700.00	\$600.00	\$320.91	\$4.64	.....	\$2,637.55	\$4,871.17	35	
Whitesborough.....	2	2,109.01	300.00	300.00	140.16	.80	.....	1,440.95	668.06	68	
Wichita Falls.....	2	4,887.04	1,400.00	253.00	114.80	3.60	.....	1,771.40	3,115.64	36	
Total.....		719,436.26	123,708.00	85,004.02	18,765.70	2,092.09	\$80,113.00	309,712.81	408,723.45	43	
UTAH.											
Logan.....	2	3,922.46	1,300.00	180.00	112.80	2.40	.....	1,586.20	2,337.26	41	
Ogden.....	2	26,822.31	2,500.00	4,150.00	600.00	50.08	.....	7,300.08	19,082.23	28	
Park City.....	2	4,765.16	1,600.00	99.72	280.56	1.60	.....	1,981.82	2,773.34	42	
Provo City.....	3	4,322.48	1,500.00	.....	39.70	5.53	.....	1,545.23	2,807.25	36	
Salt Lake City.....	1	65,701.24	3,100.00	8,155.06	1,507.15	169.20	7,760.48	20,681.89	45,019.35	31	
Total.....		105,123.65	10,000.00	12,584.78	2,540.15	228.80	7,760.48	33,194.21	72,019.44	31	
VERMONT.											
Barrre.....	2	8,675.27	1,800.00	200.00	391.25	0.40	.....	2,397.65	6,277.62	28	
Bellevue Falls.....	2	8,090.68	2,000.00	550.00	400.00	11.82	.....	3,021.52	5,069.16	37	
Benning.....	2	11,071.56	2,200.00	1,300.00	800.00	20.28	1,147.76	5,468.06	5,603.47	50	
Bradford.....	3	3,822.11	1,000.00	370.00	121.60	2.43	.....	1,200.08	2,622.03	36	
Brandon.....	3	4,122.79	1,500.00	700.00	176.60	8.64	.....	1,890.34	2,242.45	46	
Brattleboro.....	2	21,845.25	2,500.00	2,158.43	825.00	3.04	4,580.77	10,076.24	11,768.91	46	
Burlington.....	2	36,663.13	2,900.00	3,625.00	.....	90.66	7,630.51	14,161.17	22,494.96	39	
Derby Line.....	2	1,053.08	600.00	.....	56.00	.24	.....	555.24	497.76	53	
Keosauqua Falls.....	3	1,375.68	665.76	.....	86.08	.16	.....	755.80	619.88	56	
Fair Haven.....	3	4,163.31	1,500.00	.....	344.47	8.28	.....	1,749.75	2,413.56	42	
Ludlow.....	3	2,864.80	1,200.00	.....	123.91	2.60	.....	1,353.91	1,500.89	55	
Middlebury.....	3	4,774.51	1,800.00	500.00	179.73	2.60	.....	2,285.33	2,499.18	48	
Montpelier.....	2	13,623.36	2,400.00	1,683.97	940.00	1.14	2,040.80	7,675.97	5,947.38	57	
Newport.....	3	3,891.23	1,600.00	.....	223.65	2.80	.....	1,725.65	2,165.58	45	
Northfield.....	3	2,604.48	1,200.00	.....	167.60	1.73	.....	1,360.26	1,244.22	53	
Poulinville.....	3	2,232.38	1,500.00	.....	175.53	2.00	.....	1,677.53	1,604.85	51	
Proctor.....	3	2,728.63	1,200.00	.....	136.50	1.30	.....	1,337.86	1,390.77	49	
Rutland.....	2	20,415.44	2,500.00	3,320.75	.....	93.74	4,601.40	10,616.89	9,798.65	52	
St. Albans.....	2	11,865.66	2,200.00	1,800.00	473.83	4.80	2,824.39	7,302.27	4,563.41	64	
St. Johnsbury.....	2	12,340.91	2,200.00	1,900.00	725.00	51.77	.....	6,687.06	4,653.85	59	
Springfield.....	3	2,741.06	1,500.00	.....	166.54	3.36	1,940.91	1,672.90	2,111.16	44	

In Government building.
Presidential from January 1, 1890.
Presidential from November 1, 1889.

In Government building.

Swanton	3	2,775.37	1,200.00	90.00	138.32	1.60	1,439.02	1,345.45	52	
Vergennes	3	3,497.36	1,400.00	200.00	155.00	2.60	1,757.00	1,740.30	50	
Waterbury	3	2,555.82	1,400.00	.....	141.80	1.28	1,543.08	2,021.74	43	
West Randolph	3	3,234.21	1,600.00	200.00	231.50	2.96	1,834.45	2,344.75	49	
White River Junction	3	4,076.55	1,500.00	200.00	148.75	3.68	1,632.43	2,223.12	45	
Windsor	3	3,650.99	1,400.00	250.00	.....	3.68	1,653.68	1,880.41	47	Do.
Winnsboro	3	2,281.17	1,100.00	.....	152.25	1.60	1,233.85	1,027.82	55	
Woodstock	3	3,720.50	1,500.00	300.00	234.45	4.32	2,010.77	1,688.82	55	
Total		208,112.40	46,565.78	17,863.15	7,693.26	797.50	25,495.62	103,697.17	47	
VIRGINIA.										
Abingdon	3	4,280.09	1,500.00	300.00	202.45	3.12	2,005.57	2,274.52	47	
Alexandria	2	13,111.84	2,300.00	2,611.00	.....	95.56	8,440.53	4,971.01	63	
Ashtand	3	2,555.43	1,000.00	100.00	93.79	1.28	893.98	1,091.45	31	Do.
Berryville	3	2,923.67	1,100.00	100.00	132.36	2.48	1,334.81	1,988.83	57	Presidential from November 1, 1880.
Charlottesville	3	8,353.97	1,900.00	1,000.00	350.00	23.68	3,273.68	5,080.20	39	
Christiansburg	3	2,650.61	1,100.00	30.00	113.00	2.88	1,216.88	1,404.73	47	
Culpeper	3	3,271.02	1,400.00	242.87	185.22	3.99	1,812.18	1,458.84	55	
Denver	2	16,401.75	2,400.00	2,472.86	.....	25.68	8,176.32	8,228.43	60	In Government building.
Farmville	3	3,348.36	1,400.00	400.00	212.52	6.32	1,928.08	1,350.52	44	
Fortress Monroe	3	3,981.76	1,500.00	400.00	12.00	14.08	1,028.84	2,056.68	48	Do.
Fredricksburg	3	6,608.01	1,800.00	719.54	387.44	14.80	2,831.78	3,070.23	44	
Front Royal	3	2,212.38	836.11	108.33	68.75	1.20	1,014.79	1,197.59	46	
Gordonsville	3	2,656.35	1,300.00	250.00	182.35	1.20	1,733.55	1,922.60	65	
Hampton	3	6,737.78	1,800.00	100.00	272.60	9.04	2,181.64	4,556.15	32	
Harrisonburg	3	4,673.18	1,500.00	959.99	.....	6.20	2,505.19	2,167.99	54	Do.
Leesburg	3	3,387.71	1,400.00	300.00	177.33	3.76	1,881.09	1,506.62	56	
Lexington	3	6,631.48	1,700.00	500.00	357.76	8.61	2,546.40	4,085.08	38	
Liberty	3	6,229.00	1,600.00	300.00	256.60	8.00	2,161.66	4,064.34	35	
Luray	3	2,778.12	1,200.00	500.00	137.37	2.56	1,439.03	1,338.19	52	Do.
Lynchburg	2	35,792.27	2,800.00	5,024.85	.....	140.32	16,410.62	19,351.65	46	
Manchester	3	3,344.12	1,200.00	.....	163.00	7.84	1,370.54	1,978.28	41	
Marion	3	2,922.40	1,100.00	25.00	137.50	3.44	1,205.04	1,036.46	55	
Martinsville	3	2,115.44	1,000.00	135.00	133.34	2.67	1,271.01	844.43	69	
Newport News	3	4,440.61	1,400.00	100.00	225.96	6.08	1,732.01	2,708.47	80	
Norfolk	3	58,445.26	3,000.00	10,425.64	.....	240.62	28,895.08	29,550.18	49	Do.
Petersburg	3	22,996.57	2,600.00	3,200.00	.....	93.82	12,814.63	10,161.04	66	Do.
Poconantas	2	2,602.75	1,300.00	1,116.85	185.26	1.92	7,470.32	1,015.57	59	
Portsmouth	2	10,762.59	2,100.00	1,116.85	477.25	20.18	7,793.00	2,968.99	72	
Richmond	3	2,596.04	3,500.00	25,781.02	104.77	1.60	60,880.51	1,481.85	43	Presidential from September 1, 1880.
Riuck City	3	189,640.47	2,500.00	1,706.13	210.00	964.25	30,425.24	127,759.96	82	In Government building.
Roanoke	3	24,953.87	2,500.00	1,706.13	498.39	38.32	7,676.65	10,377.22	32	
Salem	3	5,747.32	1,100.00	277.25	277.25	6.64	1,632.59	4,113.43	28	
South Boston	3	3,151.46	1,500.00	210.00	155.60	2.64	1,498.14	1,183.82	57	
Stanton	3	2,922.80	2,400.00	2,302.80	559.00	78.13	8,837.22	8,733.60	50	
Suffolk	3	17,672.82	1,600.00	360.00	272.75	6.28	2,232.03	3,714.91	38	
University of Virginia	3	4,187.04	1,500.00	350.00	189.50	12.72	1,935.22	2,491.82	40	
Warrenton	3	3,942.40	1,500.00	350.00	212.00	4.01	2,060.01	1,876.39	52	
West Point	3	2,135.46	1,986.41	80.17	110.75	1.68	1,198.09	993.47	56	Presidential from August 8, 1880.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
VIRGINIA—continued.											
Winchester.....	3	\$8,204.52	\$1,900.00	\$900.00	\$357.65	\$20.64		\$3,078.29	\$5,126.22	38	
Woodstock.....	3	2,165.81	1,100.00	150.00	118.18	1.94		1,399.86	1,795.95	63	
Wytheville.....	3	4,383.78	1,000.00	300.00	189.92	7.30		2,147.22	2,246.56	49	
Total.....		517,443.36	67,219.25	61,002.97	7,682.51	1,906.69	\$77,194.97	218,036.39	293,406.97	42	
WASHINGTON.											
Cheney.....	3	435.66	224.07	38.90	30.82			303.79	131.87	70	Presidential from April 21, 1890.
Chehalis.....	3	522.12	164.25			.48		164.77	357.35	52	Presidential from May 16, 1890.
Chehalis.....	3	258.56	90.66					160.66	167.90	35	Presidential from June 1, 1890.
Colfax.....	3	6,374.85	1,700.00	700.00	298.60	2.96		2,701.46	3,673.39	43	
Dayton.....	3	3,459.38	1,500.00	300.00	43.00	.40		1,948.40	1,545.98	63	
Ellensburg.....	3	6,871.48	1,700.00	61.53	358.90	3.84		2,108.89	4,767.59	31	
Montesano.....	3	338.84	104.40					104.40	232.44	31	
North Yakima.....	3	4,119.51	1,400.00	600.00	176.65	1.23		2,677.93	2,041.56	50	Presidential from May 24, 1890.
Olympia.....	3	8,589.17	1,465.22	467.88	274.34	10.64		2,208.08	6,351.09	29	Delinquent part third quarter, 1890.
Pomeroy.....	3	1,920.24	1,100.00	12.36	152.35	.24		1,284.85	6,658.39	66	
Port Townsend.....	3	9,544.75	1,700.00	1,000.00	318.96	8.08		3,026.94	6,519.81	32	
Seattle.....	2	77,606.86	2,000.00	12,323.37	2,323.37	484.03	9,562.88	27,515.28	49,990.58	38	
Spokane Falls.....	2	39,653.11	2,000.00	6,864.22	688.35	1.12		15,024.10	24,629.01	38	
Sprague.....	2	3,810.47	1,500.00	66.66	286.00	1.12		1,824.78	1,985.69	48	
Tacoma.....	2	62,668.05	2,800.00	7,588.96	360.00	210.51	8,351.90	19,289.37	42,788.68	31	
Vancouver.....	3	4,063.96	1,200.00	188.99	163.00	4.73		1,567.71	2,496.25	39	
Whatcom.....	3	1,859.60	1,418.89	25.00	30.00			1,473.89	1,865.01	35	Presidential from March 6, 1890.
Walla Walla.....	2	13,178.76	2,900.00	1,568.33	620.00	13.71	2,133.80	6,625.34	6,543.42	50	
Total.....		244,483.28	24,977.53	31,569.15	5,976.64	1,174.97	24,514.63	58,212.64	186,270.64	56	
WEST VIRGINIA.											
Buchannon.....	3	314.40	167.68	41.97	21.63	.06		232.83	81.66	74	Presidential from May 1, 1890.
Charleston.....	2	16,856.51	2,400.00	1,718.85				6,744.30	9,010.21	41	In Government building.
Charleston.....	3	4,801.25	1,600.00	100.00	244.93	0.64	2,625.45	1,851.57	2,449.68	43	Do.
Charlestown.....	3	6,635.91	1,600.00	386.99	100.00	18.08		1,617.54	3,017.84	36	
Fairmont.....	3	2,512.60	1,500.00	200.00	250.00	16.72		1,461.72	2,050.88	46	
Grafton.....	3	8,981.84	1,500.00	158.38	127.83	2.44		1,364.71	1,331.09	53	
Hinton.....	3	2,661.07	1,100.00	300.00	456.09	16.10		2,014.75	6,406.92	59	
Marion.....	3	9,140.07	1,900.00	115.33	139.00	8.50		1,346.51	1,251.90	53	
Waynes.....	3	2,611.43	1,800.00	400.00	167.10	17.00		5,354.70	4,584.37	31	
Martinsburgh.....	3	6,946.97	1,800.00								

[illegible]

**Delinquent January 1 to February 22,
1890.**

Part delinquent, third, fourth, and first quarters.
Delinquent July 1 to August 31, 1889.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1890—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk-hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent. expense to gross receipts.	Remarks.
WISCONSIN—continued.											
La Crosse.....	2	\$38,156.46	\$2,000.00	\$4,119.25	\$1,114.47	\$146.75	\$9,843.88	\$18,424.35	\$19,732.11	48	In Government building.
Lake Geneva.....	3	4,805.93	1,600.00	76.00	233.52	3.41	.....	1,012.90	2,982.97	39	
Lancaster.....	3	3,039.40	1,800.00	180.00	102.90	1.84	.....	1,074.74	1,364.06	55	Do.
Madison.....	3	33,881.92	2,800.00	5,220.78	.....	82.50	6,040.16	14,143.43	19,738.49	42	
Manitowoc.....	2	8,247.24	2,000.00	1,000.00	375.00	6.56	.....	3,382.56	4,864.68	41	
Marquette.....	2	10,240.08	2,100.00	1,050.00	460.00	6.72	.....	3,616.72	6,623.36	35	
Marshfield.....	2	8,324.41	1,400.00	1,100.00	196.00	2.48	.....	1,608.48	1,625.93	51	
Mauston.....	2	2,921.18	1,500.00	.....	218.00	1.61	.....	1,718.64	1,292.54	59	
Medford.....	3	2,070.72	1,100.00	.....	131.21	1.20	.....	1,232.41	838.31	60	
Menasha.....	3	4,792.76	1,700.00	400.00	244.00	4.56	.....	2,148.56	2,644.20	45	
Menomonie.....	3	5,416.94	1,700.00	500.00	324.53	6.80	.....	2,531.35	2,885.59	47	
Merrill.....	3	7,459.46	1,800.00	800.00	324.20	5.20	.....	2,429.40	5,030.06	33	
Milwaukee.....	3	353,385.52	3,700.00	48,984.30	1,574.85	1,441.97	73,449.57	129,150.69	224,234.83	37	Do.
Mineral Point.....	3	3,247.45	1,400.00	150.00	159.35	1.60	.....	1,710.95	1,536.51	53	
Monroe.....	3	5,921.64	1,700.00	300.00	352.26	6.24	.....	2,358.49	3,563.15	40	
Neenah.....	3	268.04	124.37	.....	.....	.....	.....	126.37	142.57	47	
Neshanic.....	3	7,028.94	1,800.00	150.00	260.00	.....	.....	2,210.00	4,816.94	31	
Nellsville.....	3	3,240.91	1,500.00	250.00	229.00	2.26	.....	1,081.26	1,368.65	59	
New London.....	3	2,421.91	1,100.00	.....	137.14	1.52	.....	1,228.66	1,193.25	51	
New Richmond.....	3	3,175.65	1,400.00	80.00	208.50	1.68	.....	1,690.18	1,485.47	53	
Oconomowoc.....	3	3,694.51	1,500.00	200.00	227.83	4.32	.....	1,932.25	2,004.26	49	
Oconto.....	3	5,370.14	1,600.00	150.00	165.78	2.40	.....	1,018.19	3,451.95	36	
Oshkosh.....	3	26,475.59	2,700.00	3,192.02	1,194.15	88.48	7,757.72	14,832.37	11,543.22	56	In Government building. Presidential from June 1, 1890.
Phillips.....	3	207.62	90.66	.....	.....	.....	.....	90.66	116.96	44	
Platteville.....	3	4,102.97	1,500.00	90.00	253.37	1.36	.....	1,845.23	2,257.74	45	
Portage.....	3	5,968.81	1,700.00	500.00	311.08	8.24	.....	2,519.32	3,447.49	43	
Prairie du Chien.....	3	2,628.11	1,300.00	200.00	192.00	2.16	.....	1,094.16	1,533.95	64	
Racine.....	3	53,894.07	2,800.00	3,658.50	1,462.25	171.43	8,966.56	17,048.74	19,253.33	51	
Reedburg.....	3	3,015.04	1,200.00	.....	168.75	1.12	.....	1,469.87	1,545.17	49	
Rhineland.....	3	4,309.68	1,400.00	.....	226.00	1.36	.....	1,637.36	2,668.32	38	
Rice Lake.....	3	2,965.61	1,200.00	187.50	164.00	1.61	.....	1,365.86	1,596.25	48	
Richland Center.....	3	5,431.85	1,800.00	231.75	231.75	6.1	.....	1,719.89	1,460.21	54	
Ripon.....	3	5,431.85	1,700.00	180.00	332.25	4.80	.....	2,537.03	2,874.80	47	
River Falls.....	3	3,540.87	1,400.00	.....	228.00	3.84	.....	1,039.81	1,910.53	46	Presidential from April 1, 1890.
Shavano.....	3	501.91	250.00	39.11	33.75	4.1	.....	322.27	178.54	61	
Shoshogon.....	3	13,018.91	2,300.00	1,197.50	893.77	16.08	4,340.04	8,747.30	4,270.92	67	
Shoshogon Falls.....	3	2,857.17	1,200.00	.....	137.65	5.6	.....	1,338.21	1,518.96	54	
Shullsburg.....	3	762.13	375.00	.....	43.00	2.4	.....	148.21	382.94	56	Presidential from February 16, 1890.
Sparta.....	3	5,770.13	1,700.00	300.00	157.80	6.76	.....	2,103.66	3,666.47	41	
Stevens' Point.....	3	7,374.15	1,900.00	300.00	300.00	10.88	.....	2,570.88	5,007.27	34	

Stoughton.....	3	4,094.39	1,500.00	.....	167.20	1.44	.....	1,668.64	2,426.16	41
Stoughton Bay.....	3	2,220.63	1,000.00	394.19	133.40	3.08	.....	1,530.37	680.20	69
Superior.....	3	2,640.43	1,100.00	.....	130.53	3.86	.....	1,223.58	1,890.54	41
Tremont.....	3	2,610.80	1,400.00	216.81	224.63	2.00	.....	1,843.44	1,797.26	51
Vienna.....	3	2,602.15	1,200.00	200.00	151.61	1.92	.....	1,553.53	1,016.62	60
Wadsworth.....	3	2,724.68	1,300.00	.....	165.82	1.36	.....	1,407.18	1,247.50	54
Watburn.....	3	2,456.63	2,000.00	932.94	607.05	15.64	.....	3,576.43	5,883.20	38
Watertown.....	2	10,817.13	2,000.00	1,200.00	520.00	15.04	.....	3,535.04	6,882.09	38
Watkins.....	3	3,953.77	1,400.00	1,150.00	243.50	1.84	.....	1,767.34	2,126.43	45
Watpica.....	3	3,022.49	1,500.00	.....	213.50	88	.....	1,744.38	2,273.11	43
Watpica.....	2	9,885.54	2,200.00	1,100.00	509.55	58.00	1,998.39	5,803.94	4,031.62	59
West Superior.....	3	12,643.49	1,200.00	1,150.00	418.00	14.08	.....	2,479.08	10,064.41	20
White Water.....	3	7,468.12	1,500.00	.....	368.25	4.64	.....	2,270.89	5,197.23	30
Total.....	.....	835,616.09	141,744.39	96,028.71	30,517.23	2,354.65	142,371.67	413,016.55	522,599.54	44
WYOMING.										
Buffalo.....	3	2,257.62	1,100.00	50.00	154.50	.....	.....	1,308.50	949.12	58
Carbon.....	3	1,834.65	1,000.00	.....	128.85	.....	.....	1,120.31	805.34	58
Cheyenne.....	2	13,230.57	2,400.00	2,316.63	1,500.00	25.20	2,604.78	8,846.61	4,442.86	67
Crane.....	3	4,095.98	1,500.00	.....	229.50	2.64	.....	1,732.14	2,364.84	42
Laramie.....	2	8,210.46	2,100.00	901.93	52.00	5.47	.....	3,149.43	5,161.04	38
Rawlins.....	3	3,657.80	1,500.00	250.00	244.50	3.40	.....	1,998.90	1,638.70	55
Rock Springs.....	3	4,487.30	1,400.00	.....	197.88	2.08	.....	1,599.06	2,887.31	36
Total.....	.....	38,034.18	11,000.00	3,808.58	3,512.78	38.75	2,604.78	10,764.94	18,209.34	53

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1890.

States and Territories.	Balance from last year.	Domestic money-orders issued.			Postal-notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$26,132.24	193,694	\$2,256,119.94	\$18,090.25	74,947	\$130,021.41	\$2,250.92
Alaska		480	12,409.81	74.32	158	270.48	4.74
Arizona	11,014.74	26,228	641,773.60	4,329.85	15,884	30,766.09	477.15
Arkansas	29,059.14	160,562	2,031,237.96	15,603.97	83,474	145,547.98	2,513.40
California	123,035.18	390,370	4,940,316.49	37,992.40	207,068	398,929.08	6,221.05
Colorado	23,822.69	209,021	2,651,907.40	20,357.13	114,734	210,068.09	3,415.62
Connecticut	13,144.20	132,719	1,324,333.68	11,404.90	98,883	179,285.52	2,970.09
Delaware	2,290.48	13,324	196,280.68	1,183.16	13,558	26,161.12	407.31
District of Columbia	11,111.02	65,084	744,396.31	5,546.28	20,992	53,766.77	812.64
Florida	20,843.53	111,994	1,167,868.29	9,703.37	63,428	112,498.49	1,965.87
Georgia	31,113.75	196,442	2,258,172.82	18,250.65	122,038	223,913.54	3,668.19
Idaho	31,988.64	31,047	515,041.16	3,572.72	17,509	37,905.70	525.84
Illinois	87,651.00	775,619	7,608,333.10	66,092.65	500,171	873,795.81	15,031.86
Indiana	40,281.81	436,343	3,921,003.38	35,647.85	269,098	466,067.8	8,061.94
Indian Territory	948.10	22,906	295,440.26	2,252.26	12,733	22,730.36	368.16
Iowa	66,109.55	552,621	4,599,648.06	43,697.02	505,868	818,411.25	15,183.85
Kansas	42,359.90	476,378	4,035,276.14	37,221.49	384,699	623,822.65	11,548.56
Kentucky	10,185.34	139,379	1,308,754.92	11,081.57	75,564	130,385.96	2,268.61
Louisiana	88,155.12	153,282	2,439,104.48	17,044.51	39,669	71,276.29	1,152.68
Maine	16,380.50	106,760	1,261,472.27	10,270.34	78,806	117,230.13	2,301.99
Maryland	8,696.73	87,111	1,818,906.25	6,444.44	61,128	117,231.29	1,856.93
Massachusetts	68,463.69	346,649	3,868,706.20	31,507.29	251,074	466,662.85	7,544.16
Michigan	67,201.00	496,507	4,788,487.28	41,987.77	334,609	581,545.29	10,048.71
Minnesota	38,890.31	248,270	2,459,046.29	21,983.19	170,769	298,434.78	5,129.61
Mississippi	24,328.70	198,530	2,375,566.46	18,945.98	62,276	105,334.89	1,870.32
Missouri	56,180.61	452,580	4,488,901.87	38,785.50	313,803	536,683.79	9,424.56
Montana	23,951.44	61,784	932,253.55	6,767.50	41,653	79,557.31	1,250.28
Nebraska	22,129.87	213,092	1,758,411.50	10,690.17	219,853	352,267.49	6,662.22
Nevada	8,154.89	27,877	462,545.35	3,216.63	11,191	22,730.58	335.70
New Hampshire	5,523.18	66,835	663,493.54	5,811.87	65,904	118,690.67	1,990.57
New Jersey	11,958.22	121,162	1,423,999.73	11,324.62	79,919	143,814.72	2,461.08
New Mexico	12,391.01	36,646	461,010.51	3,569.14	22,729	42,479.25	662.35
New York	107,466.83	757,821	8,470,978.99	69,026.64	527,592	933,283.57	15,964.09
North Carolina	15,142.64	144,064	1,548,560.19	12,936.91	80,870	148,000.31	2,429.13
North Dakota	3,379.62	35,123	343,401.79	2,995.27	39,528	67,555.47	1,174.22
Ohio	51,236.58	672,267	6,359,945.86	56,262.09	450,851	775,396.11	13,641.67
Oregon	94,692.11	109,816	1,674,503.84	11,089.32	60,901	109,286.82	1,829.09
Pennsylvania	68,588.79	599,192	6,335,934.23	53,024.57	446,202	799,192.08	13,224.70
Rhode Island	4,137.80	42,215	493,162.85	3,933.79	23,521	41,645.63	707.01
South Carolina	16,615.26	114,018	1,122,952.02	9,776.22	54,011	98,281.44	1,621.65
South Dakota	13,455.93	70,207	611,371.39	5,785.0	78,122	131,069.77	2,346.01
Tennessee	21,932.56	174,184	1,830,721.82	15,399.87	74,437	126,873.13	2,276.14
Texas	114,871.04	572,267	7,842,651.43	58,811.30	273,066	462,812.13	8,203.22
Utah	17,617.00	43,613	654,786.50	4,686.08	20,696	40,738.02	621.57
Vermont	5,330.64	60,009	548,369.66	4,307.62	50,884	88,718.68	1,527.96
Virginia	16,419.56	136,906	1,431,879.32	12,065.14	77,487	140,835.32	2,377.16
Washington	29,122.93	132,493	1,984,380.02	14,259.86	61,556	113,110.37	1,849.47
West Virginia	8,815.17	57,430	562,230.98	4,884.58	43,327	77,738.67	1,301.28
Wisconsin	53,262.29	341,513	3,492,133.19	29,844.99	215,657	382,626.07	6,476.49
Wyoming	6,460.25	27,322	388,775.18	2,847.93	15,761	28,906.18	473.49
Total	1,679,721.22	10,624,727	114,362,757.12	950,765.57	6,927,825	12,160,499.00	208,123.23

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	International orders issued.			Number certifi- cates of deposit.	Deposits received from postmasters.	Drafts on postmaster at New York, N. Y.
	Number.	Amount.	Fees.			
Alabama.....	2,602	\$43,531.62	\$524.80	13,684	\$1,106,987.67	\$47,025.00
Alaska.....	66	2,806.12	29.00			
Arizona.....	372	9,017.07	99.50		27,456.00	150.00
Arkansas.....	1,062	17,970.13	216.10	14,687	1,014,141.44	57,910.00
California.....	44,712	885,867.74	10,255.50	24,363	3,913,176.94	64,595.00
Colorado.....	20,797	486,435.41	5,439.25	15,189	1,631,420.66	66,354.94
Connecticut.....	24,225	356,371.41	4,427.95	7,680	478,873.56	180,175.00
Delaware.....	1,658	22,311.25	284.00			8,075.00
District of Columbia.....	4,947	76,771.81	960.90	7,222	1,052,281.89	7,500.00
Florida.....	2,002	41,918.18	486.70	8,636	420,017.76	36,872.00
Georgia.....	3,407	75,941.71	867.00	27,195	1,683,111.71	247,685.00
Idaho.....	468	11,377.76	126.10	933	125,894.41	5,392.00
Illinois.....	72,612	1,068,346.25	13,658.65	110,889	7,898,293.66	1,581,087.00
Indiana.....	7,710	97,206.11	1,292.85	31,057	1,373,366.32	821,881.00
Indian Territory.....	196	3,756.81	43.40			6,950.00
Iowa.....	8,448	97,797.83	1,353.70	60,758	2,014,086.84	917,542.62
Kansas.....	4,863	70,779.71	905.40	5,474	267,722.58	921,616.00
Kentucky.....	3,933	61,657.38	763.40	11,468	617,340.69	207,382.00
Louisiana.....	7,921	123,956.92	2,248.75	30,574	3,688,106.30	175.00
Maine.....	7,490	127,289.09	1,545.40	13,276	1,004,550.94	79,885.00
Maryland.....	8,156	118,007.31	1,500.90	13,340	880,040.91	55,234.00
Massachusetts.....	96,723	1,847,773.45	17,383.70	36,383	3,028,189.70	370,722.00
Michigan.....	35,101	538,310.99	6,736.80	39,511	1,851,912.65	760,268.00
Minnesota.....	13,617	198,054.59	2,635.70	40,139	1,812,206.88	393,095.00
Mississippi.....	516	9,565.64	111.20			106,860.00
Missouri.....	16,590	253,207.91	3,151.55	143,370	7,196,019.46	329,376.00
Montana.....	10,494	242,248.73	2,656.20	5,791	784,782.00	376.00
Nebraska.....	5,353	76,601.29	972.80	28,415	1,810,138.32	148,156.00
Nevada.....	1,650	40,157.93	448.00		350.00	280.00
New Hampshire.....	6,546	94,637.78	1,184.55			90,017.00
New Jersey.....	44,509	595,188.59	7,621.20	1,949	99,725.15	290,274.60
New Mexico.....	791	18,894.20	210.35	5,486	334,204.00	20,893.00
New York.....	213,945	2,976,883.92	37,669.85	88,341	38,247,475.94	1,245,036.88
North Carolina.....	1,019	21,058.69	248.50	5,940	283,817.14	121,880.00
North Dakota.....	1,120	15,941.17	206.23			32,663.00
Ohio.....	94,281	459,846.30	5,961.20	70,492	3,224,749.40	1,070,861.00
Oregon.....	5,748	129,233.49	1,466.00	18,555	2,308,280.93	58,950.00
Pennsylvania.....	74,484	1,068,638.05	13,701.05	66,161	5,499,101.27	454,112.00
Rhode Island.....	14,429	205,062.29	2,596.50	2,780	197,007.64	2,160.00
South Carolina.....	1,175	27,089.31	310.00	12,194	646,012.13	77,225.00
South Dakota.....	2,420	53,801.20	608.30	2,170	187,062.85	131,635.00
Tennessee.....	3,063	56,557.54	669.45	24,833	1,413,885.83	103,896.45
Texas.....	8,271	141,806.92	1,710.20	55,029	4,479,134.59	258,246.00
Utah.....	4,285	73,245.18	896.80	5,216	517,184.72	23,770.00
Vermont.....	4,580	80,527.70	958.40			124,005.43
Virginia.....	3,391	73,079.53	839.90	20,749	1,188,316.52	239,200.00
Washington.....	9,023	229,828.49	2,457.40		7,000.00	500.00
West Virginia.....	968	17,456.39	206.30			61,550.00
Wisconsin.....	15,860	201,435.38	2,683.55	38,305	2,511,895.24	853,404.00
Wyoming.....	1,561	34,415.85	391.55			20,490.00
Total.....	859,054	13,230,135.71	163,613.90	1,107,214	106,315,322.87	12,151,865.42

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Transferred from post-age fund.	Gain.	Premium.	Balance due postmasters.	Domestic money-orders paid.		Domestic money-orders repaid.	
					Number.	Amount.	No.	Amount.
Alabama.....	\$2,630.43			\$188.47	88,447	\$1,218,529.58	1,689	\$16,545.00
Alaska.....					28	712.35	3	14.00
Arizona.....	351.82			4.91	8,449	239,427.36	340	6,084.51
Arkansas.....	1,810.60	\$0.73		819.37	68,975	1,007,353.92	1,636	16,789.46
California.....	30,662.22			258.23	307,237	4,842,862.18	3,176	30,943.52
Colorado.....	7,922.74			265.94	116,000	1,701,312.71	2,068	31,659.09
Connecticut.....	8,177.55			262.98	132,743	1,342,979.43	747	7,352.62
Delaware.....	1,569.64			19.54	7,376	97,127.00	63	550.17
District of Columbia.....					89,713	929,564.49	332	4,909.51
Florida.....	9,412.89	.25		530.97	56,129	725,624.96	1,026	9,379.49
Georgia.....	3,516.14	.73		548.78	176,471	1,992,365.25	1,524	13,412.96
Idaho.....	926.34	.21		5.53	7,688	182,645.81	269	4,644.95
Illinois.....	58,714.90	7.37		2,361.86	1,334,408	11,788,373.53	5,406	55,125.56
Indiana.....	15,595.72	.28		1,255.62	323,766	3,662,968.68	2,873	22,012.66
Indian Territory.....	5,371.00			52.39	6,520	114,651.81	254	2,371.20
Iowa.....	21,792.48	.18		2,295.27	336,237	3,673,142.34	4,218	30,063.27
Kansas.....	26,769.93		\$2.67	4,667.86	273,045	3,240,335.56	4,596	33,990.67
Kentucky.....	7,551.60	2.22		346.55	184,176	1,531,063.09	1,190	9,225.40
Louisiana.....	1,390.75	6.04		364.79	190,427	2,453,785.75	1,124	14,964.64
Maine.....	7,316.85			271.25	95,273	1,120,469.00	555	5,646.46
Maryland.....	4,226.10	1.19		139.49	105,220	1,820,107.82	426	4,839.60
Massachusetts.....	26,899.57			240.97	649,557	5,099,851.99	2,035	21,601.19
Michigan.....	28,279.44	4.22		1,039.77	267,725	4,053,506.63	3,028	32,018.09
Minnesota.....	189,876.89	.10		370.75	211,056	2,833,787.43	1,909	16,432.37
Mississippi.....	4,279.71	2.20		402.31	69,509	913,629.19	1,680	15,866.97
Missouri.....	22,054.08	6.44		1,958.70	622,895	7,197,013.96	3,705	32,556.59
Montana.....	2,041.39			37.90	17,013	339,891.87	528	7,692.16
Nebraska.....	17,719.87	1.62		1,165.19	131,097	1,482,298.08	2,031	15,261.35
Nevada.....	62.90			6.30	6,376	121,458.14	214	3,644.53
New Hampshire.....	6,243.25			96.07	44,102	546,063.28	344	2,643.17
New Jersey.....	14,720.81	.78		204.59	103,550	1,398,015.06	737	8,112.00
New Mexico.....	413.54			23.02	9,538	180,117.67	359	4,066.50
New York.....	54,481.18	461.04		2,488.17	1,088,111	14,770,026.84	5,300	66,278.00
North Carolina.....	8,326.36	1.10		257.52	74,499	924,706.66	1,091	9,014.60
North Dakota.....	1,996.27			199.07	11,480	175,973.17	343	2,665.00
Ohio.....	27,719.56	.90		1,584.79	736,988	7,172,033.34	4,279	38,444.00
Oregon.....	2,235.03	.11		139.22	63,073	1,344,797.12	1,091	18,418.57
Pennsylvania.....	36,576.98	.73		1,393.24	709,874	6,722,465.51	4,324	43,662.00
Rhode Island.....	701.00			12.73	29,596	357,966.67	220	2,324.66
South Carolina.....	2,637.43			79.11	56,191	627,861.45	753	6,184.73
South Dakota.....	4,680.43	13.35		204.36	32,965	437,587.89	727	6,896.00
Tennessee.....	7,585.24			781.98	185,676	2,238,637.82	1,424	13,701.40
Texas.....	21,624.37	23.10		2,222.12	310,515	5,105,969.58	5,553	59,920.70
Utah.....	867.27			42.29	23,227	466,877.20	374	4,715.40
Vermont.....	5,804.16			264.21	38,473	476,906.02	392	3,369.10
Virginia.....	8,841.36			136.80	119,013	1,465,705.55	1,016	9,084.57
Washington.....	5,859.42	.50		12.56	45,057	978,624.54	1,544	28,776.00
West Virginia.....	2,697.98			204.64	26,326	340,829.90	441	3,784.12
Wisconsin.....	17,487.30			1,363.28	257,742	2,935,023.10	2,279	22,000.00
Wyoming.....	921.15				5,987	128,871.25	302	3,045.81
Total.....	738,843.09	535.29	2.67	31,628.41	10,514,548	113,513,300.06	63,060	834,331.29

No. 11. —Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories	Postal-notes paid.		Postal-notes re- paid.		International orders paid.		International orders repaid.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Alabama	30,054	\$58,975.25	398	\$775.38	277	\$6,104.77	8	\$36.88
Alaska	7	15.23						
Arizona	3,237	7,178.17	6	16.50	58	1,517.31		
Arkansas	31,797	63,799.00	401	791.57	301	9,294.31	5	83.00
California	153,759	318,096.88	1,481	3,021.25	11,179	267,634.02	153	2,857.82
Colorado	58,429	116,404.50	378	722.81	2,231	60,901.76	41	1,123.56
Connecticut	96,251	159,315.82	754	1,455.81	5,679	78,523.97	75	893.88
Delaware	5,099	10,488.26	66	133.22	195	4,709.76	2	25.00
District of Columbia	84,425	123,870.83	165	313.30	5,118	39,055.44	28	566.55
Florida	29,890	54,404.83	431	754.03	803	17,947.66	8	91.88
Georgia	96,656	178,641.26	793	1,472.02	377	7,966.21	12	230.18
Idaho	8,229	7,189.63	88	137.05	60	1,571.59	3	70.00
Illinois	885,230	1,540,444.00	2,764	5,161.02	27,032	492,736.60	200	2,530.92
Indiana	172,256	321,805.96	1,093	2,050.01	3,419	75,590.39	40	375.50
Indian Territory	2,563	5,404.75	51	104.83	39	1,232.98		
Iowa	345,271	459,204.28	2,019	3,490.40	4,075	105,514.18	26	362.36
Kansas	165,827	292,511.41	1,960	3,450.35	1,707	48,414.41	24	294.50
Kentucky	84,241	115,257.02	477	861.19	944	23,715.36	13	175.98
Louisiana	292,687	439,119.10	322	619.62	2,335	45,025.63	34	317.92
Maine	68,406	107,623.43	321	526.89	3,859	47,793.89	28	358.75
Maryland	96,594	132,563.76	638	1,290.08	2,291	49,492.86	26	297.34
Massachusetts	448,690	790,564.02	971	1,844.99	26,197	361,265.43	288	4,211.72
Michigan	231,958	419,284.99	1,158	1,969.60	11,813	234,344.83	150	1,900.02
Minnesota	134,737	250,303.60	1,089	2,059.18	5,937	166,595.55	43	570.47
Mississippi	20,456	39,702.58	297	522.01	63	1,617.06	3	29.83
Missouri	407,127	736,436.16	1,708	3,311.84	4,716	115,808.78	69	1,007.99
Montana	10,619	21,741.32	133	244.09	490	15,794.79	20	626.76
Nebraska	110,650	202,965.03	1,301	2,203.79	1,966	69,542.75	20	374.79
Nevada	2,227	5,143.63	98	225.98	109	2,813.94	8	223.49
New Hampshire	38,396	73,441.67	298	559.34	891	17,479.82	19	258.44
New Jersey	63,782	107,061.16	541	1,066.44	6,553	141,264.98	114	1,403.73
New Mexico	4,822	9,820.55	49	98.72	112	4,131.25	5	123.97
New York	1,226,625	2,048,967.23	2,636	5,277.23	86,464	1,277,115.49	611	8,898.04
North Carolina	39,495	79,392.75	61	107.63	186	4,410.30	6	178.62
North Dakota	9,419	15,960.49	152	243.51	663	30,868.33	8	98.87
Ohio	480,588	887,275.21	1,434	2,633.00	10,836	213,471.96	95	1,345.95
Oregon	26,765	63,915.12	391	820.58	1,503	42,864.61	17	389.05
Pennsylvania	487,589	848,327.34	3,332	7,005.66	22,418	349,780.25	232	2,965.79
Rhode Island	19,763	34,473.03	303	680.80	1,828	32,261.88	45	674.75
South Carolina	25,369	51,028.22	268	517.24	145	3,310.20	1	.97
South Dakota	27,532	49,675.20	319	530.55	859	30,550.18	10	192.99
Tennessee	71,796	127,930.02	364	659.91	623	11,237.25	12	162.24
Texas	128,445	238,098.99	1,477	2,580.97	1,840	54,419.84	38	577.20
Utah	8,865	19,531.47	50	104.04	398	8,695.94	25	436.70
Vermont	24,778	45,916.83	223	401.99	1,009	17,122.33	15	274.28
Virginia	49,736	100,672.55	438	747.34	776	18,728.65	7	97.34
Washington	17,298	35,497.52	336	612.03	2,151	61,793.14	30	710.90
West Virginia	15,830	32,045.54	163	319.80	186	4,449.69	2	15.00
Wisconsin	138,825	269,527.60	448	783.70	5,450	162,789.86	57	652.63
Wyoming	2,792	5,961.30	86	154.77	164	4,744.11	1	5.00
Total	6,831,206	12,068,005.09	34,706	65,560.35	268,405	4,842,396.29	2,677	39,141.53

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Drafts paid by postmaster at New York, N. Y.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Expense.
Alabama.....		\$2,293,885.95	\$198.94	\$204.00	\$29.55
Alaska.....		11,466.00			
Arizona.....		466,333.49		23.00	1.00
Arkansas.....		2,152,672.52	28.52	15.00	104.75
California.....		4,816,044.45	38.78	88.12	5,217.14
Colorado.....		3,183,348.34	1.03	399.70	1,035.32
Connecticut.....		950,134.62	191.91	74.02	356.83
Delaware.....		83,254.90	154.00		
District of Columbia.....		834,070.65			8,774.78
Florida.....		972,090.93	180.28	142.47	8.25
Georgia.....		2,311,066.68	74.00		229.94
Idaho.....		493,023.00	46.97		
Illinois.....		5,195,470.91	15,113.72	540.15	18,068.21
Indiana.....		2,635,981.43	490.40	48.00	16.65
Indian Territory.....		208,200.91			
Iowa.....		4,266,314.57	218.07	230.22	10.00
Kansas.....		2,364,021.74	604.80	13.05	23.15
Kentucky.....		662,680.90	306.00		7.00
Louisiana.....		3,480,329.19	127.54	797.90	7.55
Maine.....		1,343,259.68	66.04	44.52	19.19
Maryland.....		474,507.43	9.28		16.95
Massachusetts.....		2,915,367.95	565.11	32.10	3,791.66
Michigan.....		3,851,360.72	928.50	23.43	12.00
Minnesota.....		2,595,653.25	364.38	85.48	19.07
Mississippi.....		1,638,467.95	150.81	435.52	22.12
Missouri.....		4,772,634.30	780.32	50.51	5,825.07
Montana.....		1,080,793.38	20.66	6.49	8.25
Nebraska.....		1,900,322.96	195.74		4.19
Nevada.....		394,614.13	1.02		8.00
New Hampshire.....		335,646.00	228.00		
New Jersey.....		921,938.91	422.29	80.48	
New Mexico.....		680,341.00		106.00	1.00
New York.....	\$12,001,993.59	21,066,576.25	663,810.01	223.26	34,225.54
North Carolina.....		1,119,516.45	414.16		2.00
North Dakota.....		237,540.37	275.85	25.00	7.19
Ohio.....		3,701,551.19	465.79	127.94	6,689.39
Oregon.....		2,824,879.32	47.00	380.00	1.13
Pennsylvania.....		6,249,637.52	576.77	.37	33,364.47
Rhode Island.....		516,681.49		4.83	4.00
South Carolina.....		1,291,783.13	843.17		379.16
South Dakota.....		630,335.89		14.54	3.00
Tennessee.....		1,155,114.60	294.00		3,804.00
Texas.....		7,788,063.97	1,602.92	812.93	1,095.87
Utah.....		816,712.00	580.00		260.00
Vermont.....		307,957.91	80.00		
Virginia.....		1,492,867.77	155.00	6.35	1,634.20
Washington.....		1,238,898.20	6.64		222.74
West Virginia.....		242,517.46	60.00		
Wisconsin.....		3,588,597.58	125.67	123.42	79.00
Wyoming.....		231,300.52			86.66
Total.....	12,001,993.59	115,536,413.57	660,811.13	5,158.89	126,235.57

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Commissions on money-orders.	Commissions on postal-notes.	Balance due the United States.	Balance due post-masters last year.
Alabama	\$6, 126.02	\$588.57	\$31, 214.50	\$277.82
Alaska	20.19	1.68	3, 371.07	
Arizona	1, 284.58	163.77	13, 285.43	18.01
Arkansas	5, 978.00	811.64	28, 818.01	280.22
California	9, 260.63	1, 468.89	103, 784.05	834.75
Colorado	5, 818.46	837.26	56, 451.35	373.04
Connecticut	3, 041.62	623.43	14, 143.88	263.81
Delaware	873.21	105.31	1, 622.86	20.49
District of Columbia			12, 092.27	
Florida	4, 391.42	644.57	25, 273.43	321.10
Georgia	5, 061.15	973.22	34, 546.10	424.46
Idaho	1, 416.01	199.48	36, 885.18	16.74
Illinois	24, 846.85	4, 374.53	90, 551.62	3, 025.27
Indiana	14, 284.40	2, 214.69	38, 615.93	1, 407.69
Indian Territory	1, 044.81	140.24	4, 567.64	124.51
Iowa	20, 572.25	4, 982.38	88, 558.02	1, 291.23
Kansas	18, 522.63	3, 847.34	35, 979.91	1, 487.57
Kentucky	4, 095.26	602.49	9, 948.64	29.05
Louisiana	4, 805.43	286.65	70, 459.86	384.75
Maine	4, 011.48	602.75	20, 523.84	306.23
Maryland	1, 640.68	352.59	6, 854.47	269.28
Massachusetts	5, 186.92	1, 145.02	66, 406.65	586.63
Michigan	16, 848.11	2, 808.84	59, 928.01	873.15
Minnesota	7, 754.12	1, 838.37	38, 706.86	563.90
Mississippi	7, 437.93	825.78	26, 713.10	1, 043.62
Missouri	14, 460.74	2, 759.30	56, 792.43	1, 421.03
Montana	1, 697.63	367.58	31, 636.86	163.27
Nebraska	7, 686.28	2, 141.19	26, 426.81	1, 233.34
Nevada	878.59	90.43	9, 078.19	41.21
New Hampshire	2, 495.06	592.53	7, 278.46	198.36
New Jersey	2, 868.63	476.38	15, 323.54	605.64
New Mexico	1, 821.03	217.03	14, 286.69	56.71
New York	10, 276.23	2, 949.34	214, 942.77	3, 025.70
North Carolina	5, 469.49	776.56	18, 127.01	552.85
North Dakota	1, 881.96	387.61	4, 261.27	106.19
Ohio	18, 984.97	3, 244.43	58, 826.81	2, 091.15
Oregon	3, 826.71	535.52	101, 942.94	89.57
Pennsylvania	15, 784.02	3, 001.04	84, 765.12	2, 048.25
Rhode Island	542.44	71.34	5, 165.63	57.61
South Carolina	4, 042.20	508.27	15, 871.88	160.54
South Dakota	2, 974.32	768.75	17, 225.29	267.62
Tennessee	5, 330.85	597.58	22, 560.73	463.91
Texas	20, 601.67	2, 507.34	115, 604.21	1, 117.27
Utah	1, 051.50	121.77	15, 326.05	43.31
Vermont	2, 358.33	467.94	5, 962.69	249.02
Virginia	4, 363.28	531.84	19, 062.03	274.34
Washington	3, 543.04	443.10	30, 392.99	62.00
West Virginia	2, 189.10	415.62	7, 164.57	44.40
Wisconsin	12, 164.28	1, 679.52	58, 118.71	967.54
Wyoming	823.25	116.04	8, 554.00	20.43
Total	329, 452.68	55, 797.37	1, 960, 381.66	29, 756.41

No. 12.—Statement showing the number and amount of international money-orders

States and Territories.	Canada.			Great Britain and Ireland.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	190	\$3,172.75	\$39.89	1,450	\$31,308.07	\$262.76
Alaska.....	38	2,016.25	20.00	7	167.87	1.90
Arizona.....	32	725.15	8.40	141	3,489.18	38.20
Arkansas.....	97	1,303.08	17.20	349	6,300.52	72.15
California.....	4,049	80,883.10	945.50	16,198	258,221.95	3,127.25
Colorado.....	1,696	49,227.63	543.00	12,656	237,092.80	2,731.00
Connecticut.....	1,374	23,718.80	287.85	13,009	147,445.40	1,982.29
Delaware.....	59	1,037.20	12.80	924	9,373.17	131.08
District of Columbia.....	318	5,133.28	64.70	2,380	30,536.48	403.40
Florida.....	230	4,643.68	55.60	814	14,522.43	176.50
Georgia.....	408	10,201.50	111.00	1,539	29,672.99	348.00
Idaho.....	67	2,220.86	24.20	265	5,712.68	63.70
Illinois.....	4,347	67,463.84	840.25	24,082	290,885.50	3,626.65
Indiana.....	453	4,747.76	68.70	2,164	23,820.89	277.86
Indian Territory.....	2	3.71	.20	149	2,354.69	29.50
Iowa.....	748	7,599.99	113.50	2,637	27,159.08	388.25
Kansas.....	865	3,888.86	50.05	1,820	25,166.14	327.30
Kentucky.....	216	3,367.22	42.60	1,500	20,236.45	257.10
Louisiana.....	225	5,608.58	64.40	932	19,568.44	223.35
Maine.....	2,636	51,443.92	611.00	3,511	49,985.53	635.90
Maryland.....	295	4,619.88	58.00	2,648	41,456.08	515.70
Massachusetts.....	20,020	364,949.39	4,394.25	54,311	612,784.61	8,181.20
Michigan.....	8,216	117,122.86	1,512.65	12,711	162,454.86	2,066.96
Minnesota.....	2,435	41,963.80	518.95	3,739	45,518.01	607.60
Mississippi.....	49	601.66	8.10	176	3,008.13	36.10
Missouri.....	959	13,410.60	174.75	6,017	77,636.32	1,002.25
Montana.....	906	23,768.52	262.00	7,885	169,562.54	1,864.20
Nebraska.....	373	4,855.47	64.90	1,973	24,804.47	322.40
Nevada.....	172	5,520.09	59.50	1,008	19,012.70	232.60
New Hampshire.....	1,473	25,403.40	310.20	4,072	51,881.19	664.55
New Jersey.....	1,151	18,155.83	224.40	26,068	274,640.02	3,720.40
New Mexico.....	69	1,260.03	15.70	423	8,019.51	99.75
New York.....	12,029	185,116.09	2,323.80	103,048	1,258,658.00	16,268.40
North Carolina.....	86	1,486.38	18.60	500	8,011.14	99.60
North Dakota.....	316	3,509.74	51.20	302	4,365.57	55.75
Ohio.....	2,533	26,095.47	464.10	15,244	189,695.74	2,414.76
Oregon.....	670	12,885.43	162.70	1,751	31,033.40	368.50
Pennsylvania.....	2,602	44,098.58	542.20	45,251	548,062.39	7,223.75
Rhode Island.....	1,471	26,046.14	316.90	9,451	110,388.91	1,478.00
South Carolina.....	55	823.11	10.30	476	10,272.06	119.20
South Dakota.....	138	2,766.44	22.85	1,670	35,046.21	405.70
Tennessee.....	246	4,098.24	50.80	1,300	20,347.63	259.70
Texas.....	393	5,595.71	71.20	2,504	39,391.48	486.10
Utah.....	235	3,519.51	44.90	2,853	47,566.00	577.00
Vermont.....	732	10,051.01	133.05	3,094	54,469.78	64.15
Virginia.....	414	6,286.69	76.20	1,817	40,374.61	462.90
Washington.....	2,048	49,632.36	556.20	2,624	48,665.37	566.90
West Virginia.....	24	179.15	3.10	452	5,714.69	72.25
Wisconsin.....	1,044	17,418.40	216.70	2,961	35,083.62	474.75
Wyoming.....	76	1,103.44	14.50	979	17,121.96	199.85
Total.....	79,184	1,360,751.18	16,516.25	402,775	5,211,262.47	66,922.65

issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1930.

German Empire.			Switzerland.			Italy.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
550	9,262.52	112.98	78	1,143.38	14.10	165	3,694.00	38.40
116	2,058.10	23.90	1	10.00	.10	4	146.00	1.60
385	5,998.27	73.65	21	890.55	8.80	27	847.00	8.90
10,661	194,345.07	2,283.70	94	1,417.19	17.36	68	1,857.74	20.10
1,574	30,102.85	351.20	2,057	47,824.71	531.70	1,722	46,957.56	502.90
3,286	38,877.13	521.20	1,304	52,426.10	557.80	791	33,159.83	343.40
422	5,399.77	71.10	394	6,999.80	85.80	2,764	74,763.82	802.35
1,200	18,555.56	228.50	49	1,150.00	13.10	38	1,493.36	15.90
248	4,299.27	51.10	140	2,490.06	30.90	319	7,755.33	86.30
899	22,368.26	254.20	45	783.47	9.50	300	9,873.68	105.40
72	2,049.45	21.80	61	1,607.68	17.70	84	3,409.20	36.70
22,954	296,578.18	3,884.40	17	432.00	5.00	4	88.20	.70
3,544	41,167.14	562.50	6,567	104,008.10	1,308.45	3,116	111,438.24	1,175.75
2	25.00	.30	429	5,857.48	77.35	157	4,707.33	50.70
2,771	31,125.50	431.50	8	375.00	3.80	30	912.00	9.80
1,225	14,782.00	200.75	296	5,158.88	62.50	140	2,850.17	31.00
1,618	35,310.31	315.70	234	3,432.55	43.85	257	7,235.54	77.60
1,028	21,044.20	243.70	209	3,983.83	46.80	233	6,418.63	69.00
265	4,969.89	61.00	378	8,604.08	95.30	4,428	123,092.87	1,426.40
3,515	44,835.11	593.60	43	482.62	6.30	194	7,940.19	83.20
6,698	96,976.25	1,246.30	681	8,714.29	115.80	578	10,067.89	117.70
5,788	64,746.86	896.55	1,021	18,805.14	222.90	2,037	91,896.43	983.90
3,280	34,932.72	480.65	802	15,963.66	189.00	960	34,314.77	366.20
172	3,031.45	35.60	382	5,709.79	71.70	372	9,207.80	97.70
5,862	76,737.15	1,004.75	5	73.30	.80	69	2,129.60	22.20
684	12,196.70	139.60	1,286	28,001.33	271.40	1,072	37,691.60	398.00
1,725	22,221.23	292.45	57	1,657.84	17.70	255	12,717.24	130.40
182	4,002.20	45.30	153	1,777.02	22.60	204	5,610.41	60.80
328	5,091.36	63.70	61	2,203.78	23.10	153	6,125.92	62.80
10,919	147,100.64	1,893.30	51	1,116.12	12.60	98	3,383.73	35.80
179	4,447.94	48.70	1,729	32,106.67	377.20	1,456	42,266.04	454.80
63,284	876,490.72	11,132.55	13	428.70	4.60	65	8,090.38	32.40
848	9,958.62	111.80	12,065	177,347.58	2,208.60	3,502	64,047.44	711.50
176	2,828.05	34.50	5	79.60	1.00	8	172.00	2.00
11,267	144,826.71	1,918.80	27	414.65	5.10	5	52.75	.70
1,196	23,317.19	289.60	2,287	30,017.30	397.20	1,256	34,698.55	378.40
15,773	231,338.19	2,956.10	433	10,601.72	116.70	128	8,758.81	40.00
999	12,584.21	162.40	2,560	50,968.73	599.30	2,969	112,183.63	1,176.70
406	10,690.83	120.50	148	2,670.29	31.50	279	5,839.42	66.00
206	2,734.34	35.55	14	200.73	2.40	56	1,139.27	13.10
568	10,496.56	126.70	44	891.60	10.50	90	4,390.51	44.90
3,310	55,549.37	675.10	445	8,178.76	96.05	351	11,971.01	127.80
259	4,113.18	50.50	620	11,739.37	136.50	643	10,080.86	177.70
146	2,771.74	27.50	97	1,465.56	18.40	43	1,559.95	14.30
548	10,237.21	122.40	29	437.28	5.40	227	6,704.14	71.40
1,053	20,312.34	233.40	23	730.50	7.90	223	7,360.08	78.00
260	3,593.87	46.80	160	4,085.53	43.70	213	7,202.05	75.30
8,017	82,801.64	1,178.00	55	1,598.40	17.60	114	5,832.94	64.80
137	2,063.76	28.20	1,190	13,021.86	181.80	200	5,233.13	57.70
			88	3,406.06	36.10	31	1,449.85	14.90
196,968	2,790,739.62	35,069.80	38,855	678,483.60	8,180.70	32,369	1,006,279.37	10,789.80

No. 12.—Statement showing the number and amount of international money-

States and Territories.	France.			Sweden.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	115	\$1,656.52	\$20.80	39	\$1,724.30	\$18.00
Alaska.....				15	428.00	4.50
Arizona.....	20	432.00	5.00	12	560.00	5.90
Arkansas.....	24	254.36	3.70	18	318.05	3.90
California.....	2,255	38,253.90	457.25	3,707	112,884.80	1,224.60
Colorado.....	210	3,979.30	42.00	2,001	73,486.61	750.98
Connecticut.....	344	5,940.50	72.20	2,431	45,637.70	544.15
Delaware.....	17	255.67	3.40	93	2,013.76	22.90
District of Columbia.....	393	8,126.00	97.60	41	917.56	10.60
Florida.....	74	945.82	12.80	59	1,192.00	12.70
Georgia.....	113	1,608.08	20.20	48	1,265.41	13.90
Idaho.....	6	71.13	1.20	11	415.00	4.20
Illinois.....	816	8,738.40	126.90	6,053	120,233.46	1,429.00
Indiana.....	184	2,267.43	32.30	517	9,806.55	115.45
Indian Territory.....	5	56.50	.80			
Iowa.....	102	710.92	18.60	771	10,846.33	140.60
Kansas.....	142	1,316.76	20.90	649	11,247.86	136.50
Kentucky.....	123	1,228.39	18.60	9	151.79	1.80
Louisiana.....	719	10,523.11	133.20	35	957.85	10.70
Maine.....	71	698.10	10.60	93	1,890.31	21.90
Maryland.....	200	2,638.98	35.50	46	672.28	8.00
Massachusetts.....	2,047	31,838.84	402.90	6,583	110,972.43	1,256.20
Michigan.....	225	2,972.05	36.80	4,160	109,278.10	1,228.55
Minnesota.....	133	2,614.61	32.40	2,235	41,242.54	503.60
Mississippi.....	18	237.95	3.00	19	380.75	4.00
Missouri.....	394	4,810.95	61.00	620	10,776.63	131.60
Montana.....	122	1,656.81	20.70	389	14,660.57	165.50
Nebraska.....	49	521.95	7.20	647	11,877.79	143.05
Nevada.....	11	361.00	3.80	23	1,294.30	13.50
New Hampshire.....	74	1,485.38	18.30	377	5,131.82	65.70
New Jersey.....	924	13,990.66	177.30	743	12,758.18	151.60
New Mexico.....	39	718.95	8.90	1	1.50	.10
New York.....	7,286	112,330.50	1,404.05	5,632	103,773.60	1,224.55
North Carolina.....	16	213.39	2.70	9	100.00	1.10
North Dakota.....	7	167.04	2.00	162	2,924.98	34.90
Ohio.....	424	5,724.04	75.30	369	8,207.12	93.90
Oregon.....	127	1,934.77	23.50	731	23,776.82	256.00
Pennsylvania.....	1,480	21,061.30	271.20	1,976	40,850.64	476.20
Rhode Island.....	263	3,476.41	46.30	1,346	27,487.04	318.50
South Carolina.....	41	573.66	7.80	21	527.37	5.80
South Dakota.....	8	85.08	1.20	137	4,767.59	51.90
Tennessee.....	59	783.80	10.00	17	386.00	4.60
Texas.....	252	4,352.37	52.50	309	4,705.46	58.70
Utah.....	14	138.78	1.90	304	5,383.69	65.70
Vermont.....	24	304.20	4.10	287	5,626.95	66.80
Virginia.....	73	1,416.20	17.10	39	1,088.50	11.70
Washington.....	186	2,977.74	35.60	1,228	39,457.25	425.60
West Virginia.....	24	363.08	4.10	3	75.25	.90
Wisconsin.....	86	1,176.66	16.40	557	10,626.93	127.90
Wyoming.....	39	525.57	6.50	140	5,204.36	53.60
Total.....	20,817	308,451.65	3,862.70	45,801	999,687.76	11,566.60

Norway.			Belgium.			Portugal.			Netherlands.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
32	\$746.12	\$8.40	13	\$249.00	\$3.00				4	\$98.45	\$1.20
4	99.00	1.10	8	168.05	2.00	1	\$15.00	\$0.20			
1,690	54,687.96	587.20	174	4,359.37	48.70	142	4,365.10	46.30	48	1,202.66	13.70
76	1,834.63	21.20	15	348.25	4.00				11	357.09	4.10
267	5,669.19	65.20	39	511.53	6.10	4	164.99	1.70	17	157.28	2.40
27	899.75	9.70	1	5.00	.10				1	30.00	.30
29	366.52	5.00	27	584.80	7.10	4	8.66	.40	13	262.18	3.10
200	4,870.05	53.50	2	55.00	.60	1	20.00	.20	5	180.75	1.90
225	6,967.49	70.40	12	100.01	1.00	1	10.00	.10	1	25.00	.30
3	15.00	.30	6	122.00	1.30						
2,741	60,900.27	706.70	429	7,560.72	80.95	1	10.00	.10	499	5,254.06	75.90
22	1,018.63	10.80	119	2,028.61	23.80				41	658.78	8.60
244	3,866.71	49.15	67	938.80	12.10				338	3,100.16	52.50
24	1,254.20	12.90	87	1,254.42	15.05				4	47.00	.60
1	28.50	.30	9	90.22	1.40				6	241.91	2.70
69	1,863.61	20.40	62	1,485.36	16.50	3	17.50	.30	5	164.00	1.80
333	7,666.95	87.90	2	49.69	.60	2	25.00	.30	3	46.00	.60
83	1,875.24	21.30	16	197.78	2.80	7	436.33	4.00	19	301.30	3.90
1,262	25,512.83	295.20	140	2,086.22	26.10	315	7,649.96	84.60	124	2,010.91	24.60
637	13,767.57	159.30	169	3,388.38	40.70	2	2.50	.20	1,052	8,520.29	140.80
791	11,752.80	149.00	35	699.96	7.90				26	149.43	2.80
			7	130.60	1.30						
25	446.95	5.80	188	4,041.59	47.20	4	36.23	.60	69	1,002.12	12.60
132	4,832.73	51.50	20	124.39	2.40						
27	795.87	8.70	6	71.39	1.00				8	95.00	1.20
4	245.00	2.50				2	90.00	.90			
48	715.50	8.40							5	72.30	1.00
1,431	36,642.02	400.10	142	2,701.28	31.30				444	5,247.29	74.20
									1	8.28	.10
6,079	145,750.14	1,655.00	651	10,893.92	130.60	30	388.14	5.20	318	5,830.05	70.30
37	880.16	9.60	1	1.48	.10						
109	1,473.83	19.30				1	3.50	.10			
456	11,357.72	126.00	175	3,718.54	41.90	2	12.00	.20	61	649.83	0.20
470	15,865.91	179.00	82	7,732.51	8.30	20	1,057.75	10.80	10	160.18	2.00
541	13,106.57	144.60	835	16,557.15	189.40	9	74.81	1.20	47	698.17	9.00
272	8,698.01	92.70	81	3,759.21	39.00	58	1,258.52	14.20	17	144.77	2.20
85	2,376.66	25.80							3	91.17	1.00
95	1,749.68	21.00									
			5	96.36	1.20				1	25.00	.30
117	1,656.01	20.70	34	996.91	10.60	1	5.42	.10	3	26.10	.50
90	1,298.85	16.90	1	25.00	.30				16	284.00	3.30
35	580.00	6.80	2	1.88	.20						
124	2,835.60	32.50	4	224.08	2.40	10	800.00	8.00	6	67.00	.80
989	29,609.73	323.20	54	1,679.00	17.40				5	92.35	1.20
1	27.00	.30	3	14.00	.30						
1,270	26,679.08	314.50	100	1,556.55	19.20				83	924.99	13.40
20	653.50	7.20	4	160.00	1.70						
21,226	513,038.71	5,798.95	3,777	73,749.01	858.10	620	16,451.41	180.30	3,313	38,218.79	544.10

No. 12.—Statement showing the number and amount of international money-

States and Territories.	New South Wales.			Victoria.			Japan.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama									
Alaska									
Arizona									
Arkansas				3	\$150.00	\$1.50			
California	232	\$5,611.40	\$63.50	97	2,099.61	24.10	267	\$3,180.18	\$44.45
Colorado	9	320.76	3.50	9	\$95.59	3.20	7	119.50	1.40
Connecticut	3	63.74	.70	4	49.93	.70	28	1,338.45	16.30
Delaware							1	75.20	.80
District of Columbia	4	263.49	2.70	5	423.42	4.30	28	713.71	7.70
Florida							1	40.00	.40
Georgia							1	8.74	.10
Idaho	1	10.00	.10						
Illinois	17	183.12	2.20	26	462.96	6.00	14	109.10	1.70
Indiana				1	24.35	.30	9	95.02	1.40
Indian Territory									
Iowa				2	23.04	.30	1	5.00	.10
Kansas	2	34.18	.40	6	295.21	3.00	4	88.33	1.00
Kentucky	1	2.01	.10						
Louisiana	2	73.05	.80						
Maine	1	18.49	.20	3	57.75	.70	2	17.20	.20
Maryland	3	27.27	.40	14	623.36	6.50	8	243.75	2.90
Massachusetts	23	485.11	5.80	19	517.60	5.65	30	554.81	6.70
Michigan	4	70.12	.80				5	142.28	1.60
Minnesota	2	12.14	.20	11	367.93	4.10	5	20.54	.50
Mississippi							1	2.20	.10
Missouri	6	21.68	.60	8	137.12	1.70	7	98.57	1.40
Montana	1	10.00	.10	18	606.52	7.30	2	40.00	.40
Nebraska	3	43.01	.60	1	1.50	.10	1	50.00	.50
Nevada	2	7.49	.20	2	17.31	.20			
New Hampshire				3	150.00	1.50	3	85.00	.90
New Jersey	6	127.84	1.60	3	24.74	.40	9	109.38	1.90
New Mexico				1	10.00	.10			
New York	128	3,867.19	42.10	93	2,146.24	24.80	59	1,067.51	12.00
North Carolina							1	20.00	.20
North Dakota									
Ohio	5	58.02	.90	8	201.17	2.70	6	90.18	1.10
Oregon	13	224.03	2.60	9	105.17	1.60	18	1,053.80	10.70
Pennsylvania	19	302.81	3.60	14	563.73	5.80	27	460.81	5.50
Rhode Island				2	31.06	.40	3	13.00	.30
South Carolina									
South Dakota									
Tennessee	1	4.28	.10				4	67.00	.80
Texas							1	21.00	.30
Utah	1	39.00	.40	2	35.00	.40	1	4.00	.10
Vermont							1	10.00	.10
Virginia	1	4.87	.10				4	66.99	.80
Washington	4	88.04	1.00	11	365.89	3.90	281	13,336.05	135.70
West Virginia				3	140.01	1.50			
Wisconsin	9	142.00	1.90						
Wyoming									
Total	503	12,115.21	137.80	378	10,037.80	112.75	840	23,597.01	260.90

New Zealand.			Hawaiian Kingdom.			Jamaica.			Cape Colony.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
			3	\$34.30	\$0.40	1	\$2.44	\$0.10			
3	\$35.87	\$0.50									
107	2,954.61	36.60	123	2,732.06	31.60	23	183.18	2.50	4	\$79.08	\$0.90
4	182.38	1.90	2	26.00	.40				1	4.99	.10
3	52.74	.60				1	2.56	.10	1	24.35	.30
2	11.36	.20	2	12.80	.80	1	2.01	.10			
			1	.15	.20	1	2.44	.10	1	3.00	.10
7	48.94	.80									
32	832.73	9.50	7	156.14	1.90	5	88.46	1.20	3	119.99	1.20
4	41.46	.60	2	11.00	.20						
			1	8.00	.10						
1	26.00	.30	2	100.00	1.00	1	23.00	.30			
1	2.92	.10				6	129.25	1.50			
			2	4.75	.20				2	6.68	.20
3	243.50	2.50	6	49.80	.80						
10	180.00	2.20	20	130.76	2.40	15	199.98	2.70	6	147.40	1.70
1	10.00	.10	4	128.90	1.40				1	.40	.10
13	338.66	3.70				4	198.01	2.00			
2	51.10	.60	6	158.00	1.80	3	36.69	.50			
1	4.87	.10							1	5.00	.10
7	377.63	2.90									
			1	10.90	.20	1	2.38	.10			
15	445.03	4.70	5	231.59	2.50	10	386.67	4.20	3	49.92	.70
68	1,316.66	16.00	26	421.11	5.50	111	1,646.12	20.40	17	419.45	4.80
1	5.01	.40									
			2	10.00	.20						
3	77.45	.80	1	3.00	.10	1	10.35	.20			
17	462.85	5.30	4	30.60	.50	1	50.00	.50			
9	88.07	1.20	6	195.50	2.20	20	400.93	4.90	4	93.54	1.10
3	46.95	.60				2	79.99	.80	2	11.99	.20
1	12.50	.20									
1	50.00	.50	2	136.20	1.40	37	487.17	6.80	2	53.71	.60
108	1,777.67	21.30							1	4.99	.10
12	823.93	3.40	9	284.16	3.10	2	7.87	.20	1	19.99	.20
6	61.69	1.00				1	50.00	.75			
505	9,970.68	118.30	237	4,391.67	58.40	247	3,991.50	49.95	50	1,044.57	12.40

No. 12.—Statement showing the number and amount of international money.

States and Territories.	Windward Islands.			Leeward Islands.			Tasmania.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama	1	\$10.00	\$0.10						
Alaska									
Arizona									
Arkansas									
California	8	111.48	1.50	1	\$15.00	\$0.20	3	\$16.37	\$0.20
Colorado				2	9.96	.20			
Connecticut	6	51.68	.60	1	42.21	.50	1	10.00	.10
Delaware									
District of Columbia	11	300.44	3.20						
Florida	1	10.00	.10	1	10.00	.10			
Georgia	1	5.40	.10						
Idaho									
Illinois	6	92.27	1.10	1	9.74	.10	2	5.13	.20
Indiana									
Indian Territory									
Iowa									
Kansas									
Kentucky									
Louisiana	1	19.48	.20						
Maine				1	2.01	.10			
Maryland	1	15.00	.20	5	73.05	.90			
Massachusetts	54	516.95	7.40	23	541.82	6.70	1	5.01	.10
Michigan	3	30.00	.30						
Minnesota									
Mississippi									
Missouri									
Montana									
Nebraska									
Nevada									
New Hampshire									
New Jersey	23	449.39	5.30	1	4.99	.10			
New Mexico									
New York	120	1,942.05	23.50	35	584.55	7.30	7	162.20	1.40
North Carolina				2	8.01	.20			
North Dakota									
Ohio	13	122.33	1.40						
Oregon									
Pennsylvania	48	621.53	7.90	14	120.21	1.80	1	5.50	.10
Rhode Island	15	285.39	3.30						
South Carolina	6	90.03	1.10						
South Dakota									
Tennessee									
Texas	3	21.99	.30						
Utah									
Vermont									
Virginia	3	104.99	1.10	3	45.00	.60			
Washington				1	19.99	.20			
West Virginia									
Wisconsin	1	.75	.10				3	102.44	1.10
Wyoming							3	146.10	1.10
Total	331	4,801.15	58.80	101	1,486.57	19.00	21	452.75	5.10

Queensland.			Denmark.			Newfoundland.			Totals.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
1	\$97.40	\$1.00	11	\$330.87	\$3.90				2,602	\$43,531.62	\$524.80
			1	40.00	.40				66	2,806.12	29.00
			2	20.00	.20				372	9,017.07	98.50
			9	178.00	2.00				1,062	17,970.13	218.10
31	724.75	8.10	1,030	23,746.57	266.40	24	\$435.77	\$5.20	44,712	885,867.74	10,255.50
2	58.96	.90	137	3,362.67	38.00				20,797	486,435.41	5,439.25
1	3.25	.10	232	4,443.02	52.70	15	303.33	3.30	24,225	350,371.41	4,427.95
			18	133.37	2.30				1,668	22,311.25	284.00
1	29.99	.30	13	168.17	2.40	7	92.00	1.20	4,947	76,771.81	960.90
			11	192.20	2.30	7	250.00	2.60	2,002	41,918.18	480.70
			14	241.00	2.70				3,407	75,941.71	867.00
			9	242.50	2.70				468	11,877.76	128.10
4	89.08	1.00	923	12,018.87	165.30	17	297.90	3.20	72,612	1,088,340.25	13,658.05
			61	937.66	11.90	3	17.03	.30	7,710	97,200.11	1,292.85
									196	3,756.81	41.40
			329	4,416.24	58.00				8,446	97,797.83	1,353.70
			43	788.66	9.50				4,863	70,779.71	905.40
			9	448.12	4.80				3,933	61,637.38	763.40
			27	734.67	8.10				7,921	203,956.92	2,248.75
1	6.13	.10	83	1,092.45	14.00	38	849.44	9.20	7,490	127,269.09	1,545.40
			19	511.42	5.80	9	405.00	4.20	8,156	118,007.31	1,506.90
5	184.60	1.90	324	5,569.59	68.30	716	13,157.80	151.00	96,723	1,387,773.45	17,383.70
			352	5,457.28	69.20				35,101	538,310.99	6,736.80
			245	3,149.24	41.90	9	176.61	2.00	13,617	148,054.59	2,535.70
									516	9,565.64	111.20
1	4.87	.10	160	2,688.32	32.20	11	255.00	2.70	16,590	253,207.91	3,151.55
1	10.00	.10	16	354.00	4.00				10,434	242,248.73	2,656.20
			182	3,966.14	47.70	1	1.04	.10	5,363	76,601.29	972.80
			22	1,000.54	10.40				1,850	40,157.93	448.00
			3	17.00	.30	9	91.70	1.30	6,546	94,637.78	1,184.55
1	48.70	.50	415	7,480.21	89.20	11	161.50	2.10	44,509	595,188.59	7,621.20
									791	18,884.29	210.35
42	1,738.22	18.30	1,128	18,212.33	221.90	121	2,136.91	25.70	213,945	2,976,383.92	37,669.85
			7	122.90	1.50				1,019	21,058.69	248.50
			12	188.76	2.50	1	170.00	1.10	1,120	15,941.17	206.25
1	3.65	.10	154	2,973.54	35.70	15	313.59	3.50	34,281	459,846.30	5,961.20
			118	2,187.44	26.10				5,748	129,233.49	1,466.00
6	81.41	1.00	278	6,054.70	70.00	35	620.25	7.30	74,484	1,088,638.05	13,701.05
7	193.66	2.00	67	1,237.29	14.80	43	829.43	9.10	14,429	205,062.29	2,598.50
			12	305.00	3.20				1,175	27,089.31	310.00
			23	469.87	5.20				2,420	53,801.20	608.30
			5	89.90	1.00				3,003	56,557.54	669.45
			38	982.29	10.50	1	10.00	.10	8,271	141,806.92	1,710.20
			262	6,204.38	71.50				4,285	73,245.18	886.80
			5	84.73	1.10	3	77.00	.80	4,686	80,527.70	954.40
			100	1,436.61	17.60				3,391	73,079.53	839.90
1	24.35	.30	132	2,462.50	29.10	9	192.00	2.10	9,023	220,828.49	2,457.40
			9	458.00	4.70				968	17,436.39	206.30
1	29.22	.30	319	6,466.33	76.35	2	60.00	.60	15,850	201,415.38	2,683.55
			61	2,569.65	26.90	3	7.10	.30	1,581	34,415.35	391.55
107	3,358.24	36.10	7,430	137,232.97	1,636.65	1,110	20,742.10	238.00	859,064	13,230,135.71	163,613.90

No. 12.—Statement showing the number and amount of international money.

States and Territories.	Canada.				Great Britain and Ireland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....	54	\$905.89	1	\$0.87	123	\$2,243.33	2	\$1.07
Alaska.....	7	313.50			12	357.71		
Arizona.....	44	1,066.46	1	25.00	72	1,590.53	1	18.00
Arkansas.....	3,700	71,900.29	30	636.06	2,857	52,782.13	41	431.32
Colorado.....	786	17,782.29	8	98.00	945	19,829.08	15	214.90
Connecticut.....	3,590	31,578.91	11	88.87	1,155	18,182.45	32	223.91
Delaware.....	46	729.20			76	1,669.30		
District of Columbia.....	1,769	16,487.89	3	77.56	2,193	11,813.64	18	285.37
Florida.....	141	2,324.00	2	8.00	490	10,541.74	1	4.87
Georgia.....	122	1,577.28	1	6.00	144	2,624.20	6	74.28
Idaho.....	12	299.00	1	10.00	19	535.71	2	60.60
Illinois.....	14,634	134,933.04	26	810.89	4,423	69,742.43	54	607.31
Indiana.....	1,661	19,553.60	6	133.18	560	9,281.42	8	30.50
Indian Territory.....	1	20.00			16	549.81		
Iowa.....	1,474	14,696.37	5	77.00	651	11,781.22	7	87.72
Kansas.....	281	4,959.99	3	41.00	547	10,151.56	9	143.46
Kentucky.....	253	3,540.21	1	5.00	203	3,265.00	5	46.98
Louisiana.....	1,056	6,865.01	3	32.02	305	5,755.11	7	40.76
Maine.....	2,615	35,809.02	10	216.11	449	4,473.06	8	125.20
Maryland.....	668	8,364.41			578	10,528.69	2	34.37
Massachusetts.....	18,712	222,705.26	89	1,197.18	4,797	68,382.10	112	983.10
Michigan.....	7,820	118,624.09	79	1,134.15	1,730	32,748.72	18	77.52
Minnesota.....	2,354	40,618.73	10	232.05	834	15,685.91	9	26.47
Mississippi.....	11	110.80			17	296.05	2	19.65
Missouri.....	1,209	15,279.85	10	51.96	992	17,249.97	24	313.73
Montana.....	260	8,238.81	4	174.00	132	3,449.58	11	306.76
Nebraska.....	252	5,476.52	5	33.47	453	8,714.24	6	91.58
Nevada.....	50	1,072.85	2	115.00	36	691.37	4	53.49
New Hampshire.....	624	12,348.75	8	105.82	158	3,434.62	8	43.82
New Jersey.....	1,501	20,673.72	6	85.88	2,387	39,227.37	50	536.45
New Mexico.....	30	1,216.47			39	972.48	3	105.27
New York.....	44,010	411,391.68	90	1,285.15	18,052	229,794.84	220	2,513.15
North Carolina.....	61	1,609.25	1	14.50	61	1,220.18	3	129.22
North Dakota.....	330	8,032.14	4	34.50	125	3,049.16	3	56.46
Ohio.....	4,857	52,881.00	14	201.90	2,308	26,556.72	41	566.76
Oregon.....	694	14,302.61	4	80.61	328	6,067.44		
Pennsylvania.....	9,068	74,324.10	15	144.63	7,734	114,298.93	110	969.45
Rhode Island.....	106	10,746.11	15	170.15	784	13,619.53	22	357.45
South Carolina.....	13	283.37			74	1,233.38	1	57
South Dakota.....	215	3,700.27			152	3,174.29	1	29.69
Tennessee.....	162	2,811.62	1	1.00	167	2,468.76	5	22.06
Texas.....	111	2,184.31	2	6.01	665	12,976.60	7	98.54
Utah.....	54	1,282.59	2	10.00	254	4,434.55	14	316.28
Vermont.....	807	13,050.42	5	41.01	128	2,253.81	5	96.27
Virginia.....	173	3,871.99	1	7.00	444	9,450.90	4	41.09
Washington.....	1,288	31,857.38	6	111.90	456	9,421.55	13	306.59
West Virginia.....	34	861.78			68	1,188.81		
Wisconsin.....	1,491	21,625.29	6	154.50	679	11,198.00	10	94.23
Wyoming.....	44	1,124.95			88	2,011.00		
Total.....	129,955	1,475,691.03	503	7,149.13	59,960	903,197.98	921	10,604.41

German Empire.				Switzerland.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
52	\$1,302.88	1	\$25.00	15	\$557.00		
18	807.04			1	3.80		
137	4,821.76	2	20.00	34	1,524.33		
1,342	55,165.66	30	608.83	243	10,786.84	6	\$79.31
271	13,219.23	5	155.00	37	1,464.99	5	820.69
476	15,724.94	16	235.46	73	3,433.36	2	20.50
37	1,083.74	2	25.00				
458	5,476.88	4	55.13	60	608.04		
90	3,369.69	2	27.01	7	205.30		
72	2,409.93	2	30.00	4	54.98	1	20.00
13	445.47			1	4.76		
5,122	199,887.94	71	892.46	656	27,275.58	13	205.69
883	38,328.57	18	139.26	88	3,149.73		
13	463.44						
1,326	57,738.48	10	168.68	136	5,197.43	2	7.96
560	21,228.53	6	69.04	111	3,976.16		
317	10,568.07	5	82.00	107	4,136.31		
279	9,103.32	3	26.00	26	594.94		
33	817.39			2	13.32		
742	21,323.29	9	150.42	61	2,424.92	7	47.50
715	20,039.45	20	253.91	92	2,981.94	10	181.03
1,283	49,473.35	24	193.20	145	6,279.37	9	296.09
1,428	59,649.54	11	112.00	224	9,868.83		
21	863.09			7	171.26		
1,848	63,869.45	10	93.97	264	8,653.94	6	38.56
44	1,934.68	4	142.00	9	506.53		
873	39,953.21	4	150.61	142	5,775.29		
8	257.75	1	40.00	1	10.72		
23	997.35	1	25.00	2	3.50		
1,861	58,206.86	37	508.46	263	8,979.90	2	76.00
27	1,446.91			7	109.31		
11,388	329,068.99	143	2,280.25	1,715	46,463.49	36	751.56
42	1,232.02	2	34.90	4	140.48		
205	8,667.90			22	1,316.39	1	5.91
2,545	91,037.69	27	369.93	460	17,923.13	6	59.51
249	10,736.28	1	15.00	101	6,897.46	4	76.49
3,451	110,482.16	55	931.19	466	15,831.10	8	68.80
77	1,944.36	1	4.00	11	196.83		
36	1,105.97			4	81.02		
300	15,302.40	3	15.00	36	1,575.93		
108	3,499.54	1	5.00	25	740.44	2	49.42
736	26,893.57	19	260.45	133	5,670.71	3	48.45
21	752.25	1	24.26	19	377.06		
24	519.68			3	67.15		
81	2,847.77	1	43.65	10	362.04		
205	10,525.82	6	136.50	30	1,348.67		
67	2,297.67	2	15.00	8	185.68		
2,377	97,809.08	32	337.06	355	14,018.48	4	32.98
25	1,325.26					1	5.00
42,297	1,475,787.80	592	8,700.63	6,204	221,933.43	148	2,381.43

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Italy.				France.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....	3	\$286.23	1	\$6.09	15	\$518.12	3	\$2.99
Alaska.....								
Arizona.....					3	35.26		
Arkansas.....	1	9.54	1	30.00	6	72.16		
California.....	65	2,889.71	10	87.28	349	11,513.24	11	214.51
Colorado.....	25	2,592.19	2	50.00	25	798.04		
Connecticut.....	49	2,304.79	7	164.00	52	1,199.57	6	132.22
Delaware.....					15	485.41		
District of Columbia.....	33	297.55			175	1,621.99	2	58.00
Florida.....	10	497.23			23	320.34	2	17.00
Georgia.....	3	8.40	1	97.40	7	87.73	1	2.50
Idaho.....								
Illinois.....	90	3,837.32	13	294.76	255	4,834.31	7	46.95
Indiana.....	7	225.27	2	10.94	50	1,165.90	3	6.62
Indian Territory.....	2	95.40			2	44.33		
Iowa.....	1	4.77			28	738.44	1	5.00
Kansas.....	10	327.77	1	2.00	35	1,181.67	2	21.00
Kentucky.....	6	270.96	1	40.00	17	570.45	1	2.00
Louisiana.....	108	4,933.77	9	162.00	329	10,695.85	12	57.14
Maine.....	5	224.22			12	238.34	3	8.44
Maryland.....	15	314.63	2	25.00	65	1,157.12	5	25.07
Massachusetts.....	86	3,018.84	15	942.00	268	3,060.12	22	267.38
Michigan.....	11	676.73	5	30.84	57	1,243.25	2	50.97
Minnesota.....	6	268.11			62	1,655.73	1	1.98
Mississippi.....			1	9.98				
Missouri.....	12	432.80	10	365.00	129	3,285.72	7	131.27
Montana.....	1	19.08	1	1.00	8	258.57		
Nebraska.....	2	60.11	2	85.00	10	286.56		
Nevada.....	7	320.55	1	15.00				
New Hampshire.....	2	49.20			22	282.29	1	78.80
New Jersey.....	55	2,298.61	2	60.00	137	2,683.47	11	101.94
New Mexico.....	4	228.98	1	15.00	3	74.25	1	6.70
New York.....	624	18,741.74	17	486.84	2,178	35,691.40	81	1,191.11
North Carolina.....	1	9.54			12	163.72		
North Dakota.....					7	403.14		
Ohio.....	22	728.21			143	3,091.69	5	42.98
Oregon.....	15	728.53	3	71.95	17	583.26	4	125.00
Pennsylvania.....	130	5,191.05	8	320.00	352	6,850.44	19	242.53
Rhode Island.....	26	639.14	1	20.00	49	3,561.70	3	38.15
South Carolina.....	3	100.02			11	446.44		
South Dakota.....	4	111.97	5	147.00	2	22.26		
Tennessee.....	7	227.83	1	25.00	16	334.80		
Texas.....	27	1,012.29	4	135.00	93	3,294.35	3	28.75
Utah.....	1	11.45					2	30.00
Vermont.....	1	35.01			13	540.89	2	80.00
Virginia.....	12	309.04	1	5.00	22	718.20		
Washington.....	2	104.95	1	25.00	14	569.38	1	5.00
West Virginia.....	1	57.25			2	60.06		
Wisconsin.....	3	39.10	1	5.00	29	942.22	2	10.47
Wyoming.....					1	3.80		
Total.....	1,508	54,539.97	130	3,739.99	5,130	108,399.04	226	3,058.77

Sweden.				Norway.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
3	\$33.41						
1	24.85						
68	2,893.36	3	\$92.25	38	\$2,132.42	4	\$115.40
48	2,244.69	4	185.00	2	98.45		
18	555.44			8	333.46		
3	160.85			5	209.45		
89	553.25			60	183.75		
7	285.36			3	32.10	1	.35
1	38.49			5	74.45		
3	90.01						
500	20,844.78	2	10.00	259	7,665.40	4	44.84
23	1,075.78	1	25.00	2	14.90		
108	4,725.57			39	1,354.34	1	10.00
63	3,173.80	2	13.00	3	98.09		
2	101.99						
18	1,483.58						
5	362.78			2	52.00		
133	4,626.33	8	104.88	4	150.98	1	15.00
101	4,558.33	6	61.00	32	909.05	1	15.00
177	21,280.62	4	144.16	26	823.50	2	7.00
2	53.60			266	8,991.91	2	24.06
23	1,334.61	1	350.00	1	13.41		
8	528.98			9	249.82		
77	3,672.56	1	10.00	6	54.80		
				9	345.55		
6	154.00	1	5.00	2	25.00		
28	1,183.80			15	662.28		
316	7,803.05	4	57.80	190	4,168.65	2	70.00
106	6,322.06			1	2.50		
5	137.32			52	2,173.20		
26	1,114.12	1	12.00	7	93.81		
125	4,316.81	4	44.00	15	661.73		
4	56.29	2	50.00	19	294.81		
				3	46.18		
40	2,533.20	1	1.00	49	1,849.63		
11	447.91			2	63.00		
12	520.31	2	22.00	3	101.68		
1	73	2	30.00	2	3.80		
2	56.69			1	0.00		
38	2,257.44	2	75.00	52	3,109.39		
71	3,398.02			110	3,734.14	1	13.41
2,571	106,029.39	51	\$45.29	1,302	40,657.13	19	355.77

No. 12.—Statement showing the number and amount of international money.

States and Territories.	Belgium.				Portugal.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	3	\$73.28						
Alaska								
Arizona								
Arkansas								
California	42	2,059.11	1	\$1.00	28	\$1,210.76	4	\$103.00
Colorado	16	679.67	2	100.00				
Connecticut	12	148.64			21	1,787.07		
Delaware	1	57.14						
District of Columbia	17	52.99			2	2.86		
Florida	1	.14			1	1.62		
Georgia	2	63.09						
Idaho	8	87.20						
Illinois	114	5,086.61	1	5.00	7	254.57		
Indiana	20	609.98	1	20.00	6	34.67		
Indian Territory	5	60.00						
Iowa	11	240.52						
Kansas	24	1,002.85	1	5.00				
Kentucky	12	769.10			1	10.00		
Louisiana	48	2,878.55						
Maine	1	16.85			1	10.14		
Maryland	10	229.11			2	16.74		
Massachusetts	68	1,576.72			55	2,758.34		
Michigan	82	3,624.50	2	11.25	1	4.86		
Minnesota	28	1,375.09	1	19.75				
Mississippi	2	42.86						
Missouri	28	857.67			1	5.25		
Montana	4	153.80						
Nebraska	7	99.77						
Nevada								
New Hampshire								
New Jersey	26	1,319.43	1	6.00				
New Mexico								
New York	310	5,790.61	4	71.32	76	1,301.81		
North Carolina								
North Dakota	1	5.52						
Ohio	27	1,316.22						
Oregon	8	246.75						
Pennsylvania	104	2,575.45	6	165.50	10	321.42		
Rhode Island	1	4.76			1	68.00	1	35.00
South Carolina								
South Dakota	7	197.19						
Tennessee	6	140.92	1	50.00				
Texas	6	77.86						
Utah	3	3.74						
Vermont	1	20.00	1	25.00				
Virginia	1	95.23			2	51.50		
Washington	13	819.86						
West Virginia	1	3.80						
Wisconsin	79	3,049.69						
Wyoming								
Total	1,170	37,612.26	22	479.82	215	7,839.61	5	140.00

Netherlands.				New South Wales.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
1	\$20.00			4	\$86.79		
4	129.68						
21	425.80			223	5,086.83	4	\$160.00
4	59.21			7	244.22		
11	185.87			15	181.12		
81	104.59			15	159.86	3	142.49
5	87.51			2	29.22		
1	14.00						
134	3,121.95	2	\$15.00	80	1,122.58		
9	228.43	1	10.00	20	187.99		
134	4,271.26			10	160.87		
14	462.38						
6	173.81			3	70.61		
1	.12			127	817.53		
8	249.36			4	58.91		
36	528.75			46	492.79	2	100.00
297	6,810.09	1	5.00	20	303.51		
49	978.21			6	113.29		
1	26.00			34	978.48		
43	596.53			10	255.92		
8	58.71	1	1.01	2	56.74		
99	2,238.06	2	6.00	15	498.20		
1	65.00						
357	4,056.90	2	63.00	505	7,982.86		
1	5.00						
4	39.87			34	427.02		
40	919.49			9	212.55		
6	79.73			112	2,506.65		
53	1,060.42			4	37.50		
2	17.98						
1	13.00			1	9.74		
18	376.12			4	165.58		
5	66.00						
15	464.81			1	19.48		
1	38.81			3	97.40		
3	37.18						
4	270.92			6	139.89		
3	103.00						
50	995.88						
2	79.86						
1,483	29,387.24	9	\$9.01	1,322	22,404.11	9	402.49

No.12.—Statement showing the number of international money-

States and Territories.	Victoria.				Japan.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....	2	\$38.96			2	\$38.88		
Alaska.....								
Arizona.....								
Arkansas.....								
California.....	216	4,886.18			323	10,329.04	1	\$25.00
Colorado.....	11	804.13			3	155.08		
Connecticut.....	14	220.96			23	306.07		
Delaware.....								
District of Columbia.....	10	91.90			21	241.81		
Florida.....	4	43.83			1	1.00		
Idaho.....					11	334.73		
Illinois.....								
Indiana.....	65	811.06			53	1,386.95		
Indian Territory.....	17	329.78			13	403.56		
Iowa.....								
Kansas.....	7	169.61						
Kentucky.....	1	48.70			7	43.00		
Louisiana.....	1	34.09			4	46.00		
Maine.....	3	27.99			5	114.20		
Maryland.....	111	1,109.44			2	28.51		
Massachusetts.....	2	48.04			8	187.32		
Michigan.....	55	1,107.40	1	\$10.00	70	1,128.54		
Minnesota.....	10	139.24			97	5,426.90		
Mississippi.....	3	25.15			6	161.00		
Missouri.....					1	40.00		
Montana.....	21	548.96	1	10.00	15	511.53		
Nebraska.....								
Nevada.....								
New Hampshire.....								
New Jersey.....	2	31.85						
New Mexico.....	23	555.87			8	86.17		
New York.....								
North Carolina.....	539	7,962.83	2	12.15	310	3,578.74	1	5.00
North Dakota.....					2	20.00		
Ohio.....								
Oregon.....	54	1,393.76	1	4.87	31	1,102.24		
Pennsylvania.....					1	2.50		
Rhode Island.....	84	1,089.28			46	538.92		10.30
South Carolina.....	8	156.75			6	406.00		
South Dakota.....					1	30.00		
Tennessee.....								
Texas.....	1	14.61	1	9.74	14	666.60		
Utah.....	3	29.22			4	109.61		
Vermont.....	1	4.87			1	1.50		
Virginia.....					11	300.00		
Washington.....					4	22.06		
West Virginia.....	10	326.28			1	2.50	1	50.00
Wisconsin.....					5	226.16		
Wyoming.....	9	332.27			2	58.00		
Total.....	1,287	21,831.99	6	46.76	1,109	23,090.12	5	90.30

New Zealand.				Hawaiian Kingdom.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
				2	\$200.00		
				1	5.00		
297	\$6,105.11			1,152	20,623.46	7	\$201.80
3	56.49			8	285.50		
13	124.82			27	237.16		
3	63.30			4	157.00		
11	162.00			31	332.65		
4	17.09			8	17.33		
				1	50.00		
98	985.05			129	1,391.76		
19	87.79			17	270.76		
2	28.20			20	270.80		
3	48.82			15	511.00		
5	124.99			0	149.40		
				85	981.05		
187	1,451.95			31	687.85		
4	78.12			13	168.08		
103	982.10	1	\$0.40	215	2,811.93	1	5.00
28	294.88	1	4.00	25	263.72		
5	31.80			9	130.75		
17	200.48			21	248.64		
1	4.87			1	16.00		
15	109.55			5	23.00		
2	38.96			3	65.00		
1	1.21			2	100.00		
10	134.21			28	386.18		
635	6,345.32	1	9.74	610	6,475.89		
40	626.30			74	871.39		
4	122.72			8	272.90		
105	1,412.63			129	1,264.31		
5	84.08			7	106.00		
1	1.21			1	6.50		
3	19.48	1	10.00	2	12.50		
4	58.67			5	21.55		
				4	23.00		
5	106.10			16	394.50		
11	491.96			13	127.55		
1,653	20,410.09	4	24.23	2,721	39,910.11	8	206.80

No. 12.—Statement showing the amount of international money—

States and Territories.	Jamaica.				Cape Colony.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama								
Alaska								
Arizona								
Arkansas								
California	21	\$498.98			3	\$77.92		
Colorado	8	53.57			2	11.44		
Connecticut	37	223.34			3	35.30		
Delaware								
District of Columbia	11	171.02			4	8.52		
Florida	5	128.57						
Georgia	1	24.35			1	1.21		
Idaho								
Illinois	41	678.04			17	157.74	1	\$4.87
Indiana	1	14.61						
Indian Territory								
Iowa	11	325.38						
Kansas	3	61.87						
Kentucky								
Louisiana	32	659.71			2	29.22		
Maine	65	358.08			34	219.49		
Maryland	39	1,299.10			26	1,181.87		
Massachusetts	70	930.30			30	527.41		
Michigan	6	43.88			2	11.10		
Minnesota	6	83.00			3	90.57		
Mississippi								
Missouri	7	81.45			8	184.53		
Montana					1	9.74		
Nebraska								
Nevada								
New Hampshire	4	28.33						
New Jersey	25	475.70			2	.97		
New Mexico								
New York	1,331	34,555.42			188	2,001.41		
North Carolina								
North Dakota	2	58.44						
Ohio	48	1,120.32			7	110.77		
Oregon					1	48.70		
Pennsylvania	120	1,522.31	1	\$5.01	10	243.49	1	19.48
Rhode Island	15	393.67			3	48.70		
South Carolina								
South Dakota								
Tennessee	1	4.99						
Texas	19	478.95						
Utah								
Vermont	1	30.00						
Virginia	3	17.15						
Washington								
West Virginia								
Wisconsin	3	49.62			6	173.48		
Wyoming								
Total	1,931	44,345.05	1	5.01	352	5,843.82	2	24.35

orders issued paid, and repaid, and fees collected, etc.—Continued.

Windward Islands.				Leeward Islands.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
5	\$50.33	1	\$1.22	7	\$278.27		
				2	17.84		
3	58.65			1	.20		
1	1.37						
9	45.58						
				2	53.70		
1	85.43						
1	4.05						
31	191.62			4	7.81		
3	40.50			1	81.78		
58	1,402.40	2	73.05	16	384.55		
3	19.72						
2	121.59						
1	.75						
1	1.21			1	20.29		
6	79.12						
1,553	77,318.05	1	19.48	283	10,324.90		
1	7.61						
36	1,236.83						
106	2,592.88	1	4.87	32	620.15		
				2	10.10		
				1	3.55		
1	1.25						
1,922	83,203.94	5	98.62	362	11,753.14		

No. 12.—Statement showing the number and amount of international money-

States and Territories.	Tasmania.				Queensland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....								
Alaska.....								
Arizona.....								
Arkansas.....								
California.....	28	\$784.53			75	\$1,945.12		
Colorado.....					3	102.27		
Connecticut.....	1	34.09			12	399.99		
Delaware.....								
District of Columbia.....					4	104.90		
Florida.....					2	48.70		
Georgia.....								
Idaho.....								
Illinois.....	11	99.78			47	949.18		
Indiana.....	2	12.66			9	150.25		
Indian Territory.....								
Iowa.....	3	4.91			1	48.70		
Kansas.....								
Kentucky.....	3	107.14						
Louisiana.....	1	2.44			5	108.18		
Maine.....	45	201.37			33	119.78		
Maryland.....	1	24.35			1	9.74		
Massachusetts.....	11	60.82			19	546.69		
Michigan.....					5	81.32		
Minnesota.....								
Mississippi.....								
Missouri.....					6	58.54		
Montana.....								
Nebraska.....					3	102.27		
Nevada.....								
New Hampshire.....								
New Jersey.....	7	296.58			2	5.88		
New Mexico.....								
New York.....	80	800.30			153	1,858.27	1	9.74
North Carolina.....								
North Dakota.....								
Ohio.....	7	92.61			31	688.58		
Oregon.....					6	150.97		
Pennsylvania.....	20	112.29			26	283.54		
Rhode Island.....	1	19.36						
South Carolina.....								
South Dakota.....								
Tennessee.....								
Texas.....								
Utah.....								
Vermont.....								
Virginia.....					1	15.34		
Washington.....					1	1.82		
West Virginia.....								
Wisconsin.....	2	46.70			1	1.21		
Wyoming.....								
Total.....	223	2,710.90			446	7,681.24	1	9.74

Denmark.				Newfoundland.				Totals.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Am't of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
								277	\$6,104.77	8	\$36.83
								38	1,517.31		
								301	9,294.31	5	92.00
89	\$3,937.59	1	\$100.00		\$40.00			11,179	267,854.02	153	2,857.82
14	712.25			1	60			2,231	60,901.76	41	1,123.59
22	571.76			48	787.29			5,679	78,623.97	75	898.88
5	194.37							195	4,709.78	2	25.00
31	39.76			89	500.74			5,118	39,055.44	28	590.55
3	26.90			2	20.10			803	17,947.66	8	91.88
1	2.00							377	7,366.21	12	230.18
4	108.84							60	1,571.59	3	70.00
245	7,079.64	6	93.15	50	700.23			27,082	492,786.60	206	2,530.92
8	247.84			5	17.00			3,419	75,890.89	40	375.50
								39	1,232.98		
111	3,603.61							4,075	105,514.18	26	262.86
27	1,056.90			2	50.89			1,707	48,414.41	24	294.50
8	22.78			1	4.87			944	22,715.36	18	175.98
13	544.24							2,385	45,026.62	34	817.99
4	145.76	1	10.00	59	216.42			3,859	47,798.89	28	258.75
3	26.06			33	1,590.02			2,291	49,492.86	26	297.84
54	1,046.54			456	18,848.36		4	20,197	361,265.43	588	4,211.73
64	2,020.88	1	35.00	10	266.80			11,813	234,344.82	150	1,908.02
157	5,212.70			13	70.04			5,937	106,565.55	43	570.47
								63	1,617.06	3	29.83
22	562.55			6	117.36			4,716	115,308.72	69	1,007.99
5	235.93							490	15,784.79	20	626.76
110	4,863.41	1	3.00					1,966	69,542.75	20	374.79
								109	2,812.94	8	222.49
								891	17,479.82	19	258.44
49	974.75	3	28.00	11	294.55			8,553	141,264.98	114	1,405.73
1	17.85							112	4,121.25	5	128.97
318	6,262.72	6	92.75	743	16,896.73			88,464	1,277,115.49	611	8,898.04
9	226.89							186	4,410.36	6	173.63
14	450.79	1	100.00	27	665.98			863	20,388.83	8	96.87
15	616.86							10,836	213,471.96	95	1,845.95
59	1,158.99	2	14.00	68	887.94			1,503	42,864.61	17	349.05
7	146.51			6	59.48			22,418	349,780.25	232	2,965.79
2	37.00							1,828	32,261.88	45	674.75
35	1,697.18							145	3,310.20	1	97
4	84.28			1	8.40			859	20,550.15	10	192.89
11	519.22			5	197.42			623	11,237.25	13	162.24
31	1,116.17	3	24.08					1,840	54,419.84	28	577.20
1	58.98			4	184.26			398	8,605.94	25	436.70
1	72.04			7	434.83			1,909	17,122.33	15	274.28
17	785.02							776	18,728.65	7	97.24
								2,151	61,793.14	30	710.90
144	4,905.41	1	5.00	8	160.67			186	4,449.69	2	15.00
4	199.74							5,450	162,789.86	57	652.63
								164	4,744.11	1	5.00
1,705	51,599.25	26	501.98	1,687	42,537.55	4	77.00	268,405	4,842,896.29	2,677	39,141.53

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1890.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1889		\$1, 679, 721. 22
Amount received for domestic money orders issued .	\$114, 362, 757. 12	
Amount received for postal notes issued	12, 160, 489. 60	
Amount received for international money orders issued	13, 230, 135. 71	
Total issued		139, 753, 382. 43
Amount received for fees on domestic money orders issued	950, 755. 57	
Amount for fees on postal notes issued	208, 123. 23	
Amount received for fees on international money orders issued	163, 613. 90	
Total fees		1, 322, 492. 70
Amount of deposits received from postmasters	106, 315, 322. 87	
Amount of drafts drawn on postmasters at New York, N. Y.	12, 151, 865. 42	
Amount transferred from postage fund	738, 843. 09	
Amount of gain	535. 39	
Amount of premium	2. 67	
Balance due postmasters June 30, 1890	31, 628. 41	
		119, 238, 197. 85
Total receipts		<u>261, 993, 794. 20</u>

DISBURSEMENTS.

Amount of domestic money-orders paid	113, 513, 300. 06	
Amount of postal-notes paid	12, 063, 005. 09	
Amount of international money-orders paid	4, 842, 396. 29	
Total paid		130, 418, 701. 44
Amount of domestic money-orders repaid	834, 331. 29	
Amount of postal-notes repaid	65, 569. 35	
Amount of international money orders repaid	39, 141. 53	
Total repaid		939, 042. 17
Amount of drafts paid by postmaster at New York, N. Y.	12, 001, 993. 59	
Amount deposited at first-class offices	115, 536, 413. 57	
Amount transferred to postage fund	690, 811. 13	
Amount of expense	126, 285. 27	
Amount of loss	5, 158. 89	
Amount paid for commissions on money-orders	329, 452. 68	
Amount paid for commissions on postal-notes	55, 797. 37	
Balance due postmasters June 30, 1889	29, 756. 41	
Balance in the hands of postmasters June 30, 1890 ..	1, 860, 381. 68	
		130, 636, 050. 59
Total disbursement		<u>261, 993, 794. 20</u>

No. 14.—*Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1890.*

Amount transferred to money-order account	\$738, 843. 09	
Balance due postal account June 30, 1889	314, 743. 69	
		\$1, 053, 586. 78
Amount transferred from money-order account	690, 811. 13	
Balance due postal account June 30, 1890	362, 775. 65	
		<u>1, 053, 586. 78</u>

Balance in the hands of the assistant treasurer June 30, 1889	\$2, 875, 030. 63	
Amount deposited with the assistant treasurer	5, 681, 738. 08	
		<u>\$8, 556, 768. 71</u>
Amount of drafts paid by the assistant treasurer ...	5, 575, 967. 41	
Balance in the hands of the assistant treasurer June 30, 1890	2, 980, 801. 30	
		<u>8, 556, 768. 71</u>

No. 16.—Statement showing the revenue which accrued on money-order and postal-note transactions during the fiscal year ended June 30, 1890.

DOMESTIC.

Amount received for fees on orders issued	\$950, 755. 57	
Amount of gain	535. 39	
Amount of premium	2. 67	
		<u>\$951, 293. 63</u>
Amount allowed postmasters:		
For commissions	324, 743. 00	
For incidental expenses	97, 017. 54	
For lost remittances and burglaries	5, 158. 89	
		<u>426, 919. 43</u>
Net revenue		<u>524, 374. 20</u>
		<u>951, 293. 63</u>

POSTAL NOTE.

Amount received for fees on postal notes issued	\$208, 123. 23	
Amount allowed postmasters:		
For commissions	\$55, 797. 37	
For incidental expenses	22, 652. 24	
		<u>78, 449. 61</u>
Net revenue		<u>129, 673. 62</u>
		<u>208, 123. 23</u>

INTERNATIONAL.

Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1890.

CANADA.

Amount received for fees on orders issued	\$16, 516. 25	
Excess of commissions received	789. 85	
		<u>\$17, 306. 10</u>
Amount allowed postmasters:		
For commissions	700. 59	
For incidental expenses	517. 40	
		<u>1, 217. 99</u>
Net revenue		<u>16, 088. 11</u>
		<u>17, 306. 10</u>

GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued.....	\$66,923. 65	
Amount received for gain on exchange.....	7,125. 95	
		<u>\$74,049. 60</u>
Amount allowed postmasters:		
For commissions.....	2,193. 59	
For incidental expenses.....	2,644. 27	
		<u>4,837. 86</u>
Amount paid Great Britain:		
For excess of commissions.....	21,565. 10	
For incidental expenses.....	131. 98	
		<u>21,697. 08</u>
Net revenue.....		<u>47,514. 66</u>
		<u>74,049. 60</u>

GERMANY.

Amount received for fees on orders issued.....	35,669. 80	
Amount received for gain on exchange.....	21,959. 43	
		<u>57,629. 23</u>
Amount allowed postmasters:		
For commissions.....	852. 15	
For incidental expenses.....	1,653. 56	
		<u>2,505. 71</u>
Amount paid Germany:		
For excess of commissions.....	6,448. 30	
For incidental expenses.....	25. 15	
		<u>6,473. 45</u>
Net revenue.....		<u>48,650. 07</u>
		<u>57,629. 23</u>

SWITZERLAND.

Amount received for fees on orders issued.....	8,180. 70	
Amount received for gain on exchange.....	10,608. 78	
		<u>18,789. 48</u>
Amount allowed postmasters:		
For commissions.....	170. 42	
For incidental expenses.....	302. 78	
		<u>473. 20</u>
Amount paid Switzerland for excess of commissions.....		<u>2,272. 47</u>
Net revenue.....		<u>16,043. 81</u>
		<u>18,789. 48</u>

ITALY.

Amount received for fees on orders issued.....	10,739. 30	
Amount received for gain on exchange.....	22,011. 17	
		<u>32,750. 47</u>
Amount allowed postmasters:		
For commissions.....	203. 50	
For incidental expenses.....	615. 37	
		<u>818. 87</u>
Amount paid Italy for excess of commissions.....		<u>4,752. 64</u>
Net revenue.....		<u>27,173. 96</u>
		<u>32,750. 47</u>

FRANCE.

Amount received for fees on orders issued	\$3,892.70	
Amount received for gain on exchange.....	3,364.17	
		<u>\$7,256.87</u>
Amount allowed postmasters:		
For commissions	81.08	
For incidental expenses	134.81	
		215.89
Amount paid France for excess of commissions.....		687.97
Net revenue.....		<u>6,353.01</u>
		<u>7,256.87</u>

JAMAICA.

Amount received for fees on orders issued	49.95	
Amount received for excess of commissions	212.97	
		<u>262.92</u>
Amount allowed postmasters:		
For commissions	61	
For incidental expenses	7.24	
		7.85
Net revenue		<u>255.07</u>
		<u>262.92</u>

NEW ZEALAND.

Amount received for fees on orders issued.....	118.30	
Amount received for excess of commissions.....	69.00	
		<u>187.30</u>
Amount allowed postmasters:		
For commissions.....	2.78	
For incidental expenses.....	3.02	
		5.80
Net revenue		<u>181.50</u>
		<u>187.30</u>

VICTORIA.

Amount received for fees on orders issued.....	112.75	
Amount received for excess of commissions	110.76	
		<u>223.51</u>
Amount allowed postmasters:		
For commissions.....	1.10	
For incidental expenses	2.04	
		3.14
Net revenue		<u>220.37</u>
		<u>223.51</u>

NEW SOUTH WALES.

Amount received for fees on orders issued	137.60	
Amount received for excess of commissions	88.23	
		<u>225.83</u>
Amount allowed postmasters:		
For commissions	3.04	
For incidental expenses	2.37	
		5.41
Net revenue		<u>220.42</u>
		<u>225.83</u>

BELGIUM.

Amount received for fees on orders issued.....	\$858.10	
Amount received for gain on exchange.....	829.58	
		<u>\$1,687.68</u>
Amount allowed postmasters:		
For commissions	24.52	
For incidental expenses	35.28	
		<u>59.80</u>
Amount paid Belgium for excess of commissions.....		178.86
Net revenue		<u>1,449.02</u>
		<u>1,687.68</u>

PORTUGAL.

Amount received for fees on orders issued.....		<u>180.30</u>
Amount allowed postmasters:		
For commissions	4.23	
For incidental expenses	20.61	
		<u>24.84</u>
Amount paid Portugal:		
For loss on exchange.....	54.40	
For excess of commissions.....	29.16	
		<u>83.56</u>
Net revenue		<u>71.90</u>
		<u>180.30</u>

SWEDEN.

Amount received for fees on orders issued.....		<u>11,566.00</u>
Amount allowed postmasters:		
For commissions	263.27	
For incidental expenses	301.00	
		<u>564.27</u>
Amount paid Sweden:		
For loss on exchange.....	4,005.05	
For excess of commissions.....	4,542.95	
		<u>8,548.00</u>
Net revenue		<u>2,453.73</u>
		<u>11,566.00</u>

TASMANIA.

Amount received for fees on orders issued.....	5.20	
Amount received for excess of commissions	14.58	
		<u>19.78</u>
Amount allowed postmasters:		
For commissions .....	.31	
For incidental expenses .....	.04	
		<u>.35</u>
Net revenue		<u>19.43</u>
		<u>19.78</u>

WINDWARD ISLANDS.

Amount received for fees on orders issued.....	58.80	
Amount received for excess of commissions	400.65	
		<u>459.35</u>

Amount allowed postmasters :		
For commissions	\$0.44	
For incidental expenses	20.76	
		<u>\$21.20</u>
Net revenue		<u>438.15</u>
		<u>459.35</u>

JAPAN.

Amount received for fees on orders issued	\$60.90	
Amount received for excess of commissions	23.74	
		<u>284.64</u>
Amount allowed postmasters :		
For commissions	2.07	
For incidental expenses	5.57	
		<u>7.64</u>
Net revenue		<u>277.00</u>
		<u>284.64</u>

CAPE COLONY.

Amount received for fees on orders issued	12.40	
Amount received for excess of commissions	30.96	
		<u>43.36</u>
Amount allowed postmasters :		
For commissions .....	.17	
For incidental expenses	1.76	
		<u>1.93</u>
Net revenue		<u>41.43</u>
		<u>43.36</u>

HAWAIIAN KINGDOM.

Amount received for fees on orders issued	58.40	
Amount received for excess of commissions	307.00	
		<u>365.40</u>
Amount allowed postmasters :		
For commissions	4.26	
For incidental expenses	1.95	
		<u>6.21</u>
Net revenue		<u>359.19</u>
		<u>365.40</u>

QUEENSLAND.

Amount received for fees on orders issued	36.10	
Amount received for excess of commissions	28.25	
		<u>64.35</u>
Amount allowed postmasters :		
For commissions .....	.90	
For incidental expenses .....	.54	
		<u>1.44</u>
Net revenue		<u>62.91</u>
		<u>64.35</u>

LEeward ISLANDS.

Amount received for fees on orders issued	19.00	
Amount received for excess of commissions	24.03	
		<u>43.03</u>

Amount allowed postmasters:		
For commissions	\$0. 30	
For incidental expenses	19. 72	
		\$20. 02
Net revenue		23. 01
		<u>43. 03</u>

NORWAY.

Amount received for fees on orders issued		5, 798. 96
Amount allowed postmasters:		
For commissions	124. 95	
For incidental expenses	171. 26	
		296. 21
Amount paid Norway:		
For loss on exchange	2, 403. 88	
For excess of commission	2, 401. 97	
		4, 805. 85
Net revenue		696. 89
		<u>5, 798. 95</u>

NETHERLANDS.

Amount received for fees on orders issued	544. 10	
Amount received for gain on exchange	130. 81	
		674. 91
Amount allowed postmasters:		
For commissions	24. 79	
For incidental expenses	42. 58	
		67. 37
Amount paid Netherlands for excess of commissions		36. 93
Net revenue		570. 61
		<u>674. 91</u>

DENMARK.

Amount received for fees on orders issued		1, 636. 65
Amount allowed postmasters:		
For commissions	49. 16	
For incidental expenses	108. 79	
		157. 95
Amount paid Denmark:		
For loss on exchange	397. 45	
For excess of commissions	416. 30	
		813. 75
Net revenue		664. 95
		<u>1, 636. 65</u>

NEWFOUNDLAND.

Amount received for fees on orders issued	238. 00	
Amount received for excess of commissions	109. 44	
		347. 44
Amount allowed postmasters:		
For commissions	1. 45	
For incidental expenses	2. 77	
		4. 22
Net revenue		343. 22
		<u>347. 44</u>

No. 17.—*Recapitulation of net revenue.*

Revenue on domestic money-order transactions		\$524, 374. 20
Revenue on postal-note transactions		129, 673. 62
Revenue on transactions with—		
Canada	\$16, 088. 11	
Great Britain and Ireland	47, 514. 66	
Germany	48, 650. 07	
Switzerland	16, 043. 81	
Italy	27, 173. 96	
France	6, 353. 01	
Jamaica	255. 07	
New Zealand	181. 50	
Victoria	220. 37	
New South Wales	220. 42	
Belgium	1, 449. 02	
Portugal	71. 90	
Sweden	2, 453. 73	
Tasmania	19. 43	
Windward Islands	438. 15	
Japan	277. 00	
Cape Colony	41. 43	
Hawaiian Kingdom	359. 19	
Queensland	62. 91	
Leeward Islands	23. 01	
Norway	696. 89	
Netherlands	570. 61	
Denmark	664. 95	
Newfoundland	343. 22	
		170, 172. 42
Total revenue		824, 220. 24

No. 18.—*Statement of assets and liabilities, June 30, 1890.*

ASSETS.

Balance in the hands of the United States assistant treasurer at New York, N. Y., June 30, 1890	\$2, 980, 801. 30
Balance in the hands of postmasters, June 30, 1890	1, 860, 381. 68
Total	4, 841, 182. 98

LIABILITIES.

Amount due postal account	362, 775. 65
Revenue on money-order and postal-note account for quarters ended March 31, 1890, and June 30, 1890	393, 792. 56
Unpaid domestic money-orders, postal-notes, and international money-orders, outstanding certificates of deposit, and balances of unadjusted international accounts	4, 052, 986. 36
Balances due postmasters	31, 628. 41
Total	4, 841, 182. 98

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1890.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International lists of orders of United States issues received, examined, registered, and checked.</i>						
Canada	318	\$1,846,593.98		\$48,803.12	12	
Great Britain	185	5,175,183.20		53,158.09	1	
Germany	168	2,781,780.39	1	98,490.56		
Switzerland	161	578,792.10	6			\$16,171.29
Italy	157	1,008,693.11	4	86,830.87		
France	12	297,913.36		33,183.90		
Jamaica	80	4,199.37	9	1,140.90		
New Zealand	28	13,905.45	1			1,709.41
New South Wales	29	15,711.87		2,596.73		
Victoria	24	10,971.41			4	188.51
Belgium	151	75,027.12	1	17,985.44		
Portugal	166	20,710.45	39	6,390.09		
Sweden	149	1,024,675.27		268,657.49	3	
Tasmania	23	879.92	2			238.31
Windward Islands	66	5,899.49	14			2,182.36
Cape Colony	71	1,009.18		225.30	2	
Hawaii	63	5,468.92	4			243.52
Queensland	28	4,423.88	1			4,264.11
Japan	32	23,401.20			15	231.67
Leeward Islands	26	683.89			11	670.24
Norway	159	520,696.98		92,161.70	1	
Netherlands	151	87,828.58		5,501.63	2	
Denmark	187	137,708.52	3	41,510.63		
Newfoundland	58	25,518.66	58	25,518.66		
	2,462					
<i>International lists of orders of foreign issues received, examined, registered, and checked.</i>						
Canada	318	1,481,272.27		49,477.18	12	
Great Britain	383	898,783.72	9	43,002.21		
Germany	104	1,448,338.46		94,042.50		
Switzerland	192	219,452.61		15,271.64	39	
Italy	104	55,845.78		490.84	1	
France	12	111,039.36		24,741.65		
Jamaica	66	46,794.22	7			38,649.86
New Zealand	35	25,200.45	6	1,205.89		
New South Wales	27	29,796.34			1	4,913.69
Victoria	34	29,284.53	6			5,434.81
Belgium	105	38,805.88		5,899.72		
Portugal	95	7,991.44	13			4,253.68
Sweden	368	116,058.63		35,455.16		
Tasmania	18	3,479.54	3	217.97		
Windward Islands	85	85,483.28	13	33,467.27		
Cape Colony	51	7,197.68		1,799.05	1	
Hawaii	24	51,496.12	8	10,278.29		
Queensland	64	9,753.68	1	1,066.19		
Japan	45	23,150.42		4,517.55	2	
Leeward Islands	46	12,555.18	5	2,933.37		
Norway	366	40,332.69	1	9,978.72		
Netherlands	205	30,504.94		3,908.24	3	
Denmark	388	54,059.47	3	11,286.96		
Newfoundland	51	47,346.87	51	47,346.87		
	3,220					
<i>International accounts received and adjusted.</i>						
Canada	4	2,855,241.18		107,899.38		
United Kingdom	12	6,115,374.76		98,596.69		
Germany	4	4,396,262.15		184,961.37		
Switzerland	4	800,957.72				1,208.36
Italy	4	1,074,291.53		87,835.17		
France	3	812,817.07			1	44,336.55
Jamaica	4	51,934.41				37,745.69
New Zealand	3	28,906.58			1	11,607.34
New South Wales	4	46,533.05				2,062.22
Victoria	4	40,847.30				390.42
Belgium	4	115,004.30		23,448.65		
Portugal	4	28,815.51		14,892.11		

No. 19.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1890—Continued.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International accounts received and adjusted—Continued.</i>						
Sweden.....	4	\$1,147,809.37		\$305,890.44		
Tasmania.....	4	4,188.59				\$108.21
Windward Islands.....	4	91,587.43		31,556.32		
Cape Colony.....	4	8,327.81		2,012.63		
Hawaii.....	4	57,728.58		10,299.38		
Queensland.....	3	10,090.60			1	1,153.46
Japan.....	4	52,225.12		17,029.72		
Leeward Islands.....	2	5,206.31			2	4,981.75
Norway.....	4	564,285.69		102,663.53		
Netherlands.....	4	68,793.59		9,397.96		
Denmark.....	4	193,752.39		53,757.54		
Newfoundland.....	4	73,489.17		73,489.17		
	99					

No. 20.—Statement showing the weight of letters, newspapers, etc., sent from the United States to European countries during the fiscal year ending June 30, 1890.

Steam-ship lines.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	36,683,485	181,635,777	4,928,665	10,711,670	1,032,131	5,654,258
Cunard (limited) New York.....	43,976,325	203,826,237	3,721,880	9,041,809	904,678	5,751,955
Hamburg-American.....	5,396,026	31,461,626	739,718	1,761,052	148,809	834,680
Inman and International.....	17,494,441	76,656,537	1,686,409	3,569,234	355,035	1,890,964
Liverpool and Great Western.....	8,288,098	42,478,252	873,417	2,048,105	165,666	1,072,945
White Star.....	13,954,389	56,105,782	960,573	2,051,922	207,174	774,984
General Transatlantic.....						
Anchor.....	156,734	417,225	565	250	860	70
Cunard (limited) from Boston.....	652,644	4,207,954			133,234	1,090,285
Netherlands Steam Navigation Company.....						
Red Star.....					8,311	1,845
American.....	155	212				
Thingvalla.....						
Total.....	126,596,437	596,789,902	12,911,257	29,184,042	2,955,835	17,070,986
Increase compared with last year.....	7,914,018	12,669,918	1,805,907	3,134,637		
Decrease compared with last year.....					74,036	509,134

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—Continued.

Steam-ship lines.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	3,290,498	8,020,448	4,842,749	24,815,125	41,252,894	168,145,501
Cunard (limited) New York...	505,055	987,686	564,954	1,374,916	8,081,613	30,825,804
Hamburg-American.....	272,416	591,795	823,108	5,016,237	3,364,005	15,053,500
Inman and International.....	275,957	529,231	2,174,857	11,381,497	8,378,012	12,462,478
Liverpool and Great Western..	211,820	459,855	963,390	6,622,197	2,180,119	10,625,136
White Star.....	70,360	148,140	1,243,396	5,564,179	1,407,223	4,126,004
General Transatlantic.....	.....	.....	9,338,980	42,645,270	.....	.....
Anchor.....	.....	.....	5,905	5,835	4,745	629
Cunard (limited) Boston.....	.....	.....	47,076	487,025	45,476	448,689
Netherlands Steam Navigation Company.....	.....	.....	.....	.....	.....	.....
Red Star.....	.....	.....	.....	.....	.....	.....
American.....	.....	.....	.....	.....	.....	.....
Thingvalla.....	.....	.....	.....	.....	.....	.....
Total.....	4,626,106	10,740,154	20,004,405	97,902,281	59,820,087	242,698,027
Increase compared with last year.....	148,531	987,959	1,581,844	7,722,415	1,813,135	8,326,156

Steam-ship lines.	Italy.		Netherlands.		Norway.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	4,066,045	11,848,980	1,396,559	5,143,100	6,284,733	13,898,714
Cunard (limited) New York...	241,410	601,415	1,201,010	4,867,110	1,650,299	1,996,000
Hamburg-American.....	751,375	2,706,465	198,270	338,885	553,668	852,968
Inman and International.....	1,972,300	5,507,705	416,985	1,342,185	467,932	765,320
Liverpool and Great Western..	1,063,265	3,097,580	176,825	738,885	402,735	667,400
White Star.....	1,166,945	3,162,350	378,855	708,270	135,185	224,010
General Transatlantic.....	5,537,830	21,786,215	.....	.....	.....	.....
Anchor.....	540	.....	895	300	.....	.....
Cunard (limited) Boston.....	.....	.....	.....	.....	.....	.....
Netherlands Steam Navigation Company.....	.....	.....	8,170	2,000	.....	.....
Red Star.....	.....	.....	.....	.....	.....	.....
American.....	.....	.....	.....	.....	.....	.....
Thingvalla.....	.....	.....	.....	.....	950	3,575
Total.....	14,798,710	48,710,710	3,677,559	13,640,825	8,995,522	18,328,145
Increase compared with last year.....	811,840	1,652,380	339,634	1,210,885	.....	749,710
Decrease compared with last year.....	.....	.....	.....	.....	486,008	.....

Steam-ship lines.	Portugal.		Russia.		Spain.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd.....	338,880	701,215	7,188,945	9,832,485	412,540	2,923,300
Cunard (limited) New York...	11,495	38,640	1,084,225	1,555,785	39,405	158,845
Hamburg-American.....	51,715	114,145	622,145	961,865	72,050	568,745
Inman and International.....	163,375	411,460	580,365	779,425	171,405	1,100,835
Liverpool and Great Western..	81,870	193,925	411,125	694,745	165,505	682,445
White Star.....	76,405	207,580	187,145	237,820	84,915	844,545
General Transatlantic.....	365,745	1,386,045	.....	.....	992,720	5,780,795
Anchor.....	.....	.....	20	40	320	40
Cunard (limited) Boston.....	.....	.....	.....	.....	.....	.....
Netherlands Steam Navigation Company.....	.....	.....	.....	.....	.....	.....
Red Star.....	.....	.....	.....	.....	.....	.....
American.....	.....	.....	.....	.....	.....	.....
Thingvalla.....	.....	.....	.....	.....	.....	.....
Total.....	1,087,985	3,063,010	10,073,970	13,762,135	1,568,860	12,057,690
Increase compared with last year.....	112,600	93,325	728,445	2,108,276	.....	.....
Decrease compared with last year.....	.....	.....	.....	.....	730,040	2,771,653

No. 20.—*Weight of letters, newspapers, etc., sent from the United States, etc.*—Continued.

Steam-ship lines.	Sweden.		Switzerland.		Turkey.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	13, 770, 875	44, 197, 544	1, 449, 400	6, 582, 365	785, 630	4, 904, 280
Cunard (limited) New York ..	1, 985, 875	5, 071, 663	185, 337	559, 125	101, 445	819, 010
Hamburg-American	1, 282, 569	3, 367, 082	259, 330	1, 477, 845	50, 975	478, 850
Inman and International	1, 030, 651	2, 103, 581	635, 215	3, 066, 865	49, 610	360, 240
Liverpool and Great Western ..	828, 280	1, 783, 621	330, 660	1, 652, 105	34, 605	227, 150
White Star	290, 180	601, 502	350, 565	1, 653, 925	16, 940	88, 980
General Transatlantic			2, 115, 425	11, 552, 125		
Anchor			890	820		
Cunard (limited), Boston						
Netherlands Steam Navigation ..						
Company						
Red Star						
American						
Thingvalla						
Total	19, 196, 430	57, 094, 993	5, 326, 843	26, 515, 175	989, 405	6, 818, 510
Increase compared with last ..		7, 231, 932	246, 372	834, 430	256, 385	259, 725
Decrease compared with last ..	107, 968					
year						

RECAPITULATION BY STEAM-SHIP LINES.

Steam-ship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	127, 872, 229	406, 964, 843
Cunard (limited), New York	63, 049, 004	267, 386, 072
Hamburg-American	14, 586, 179	65, 787, 038
Inman and International	30, 858, 049	122, 887, 567
Liverpool and Great Western	16, 131, 309	73, 014, 406
White Star	20, 439, 220	76, 499, 033
General Transatlantic	18, 050, 700	83, 156, 450
Anchor	171, 494	425, 300
Cunard (limited), Boston	878, 630	6, 234, 153
Netherlands Steam Navigation ..	8, 170	2, 090
Company	8, 311	1, 845
Red Star	155	312
American	950	3, 575
Thingvalla		
Total	292, 649, 410	1, 194, 356, 584
Increase compared with last fiscal year	14, 360, 841	43, 370, 950

RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
England	126, 596, 437	596, 789, 902
Austria	12, 911, 257	29, 184, 042
Belgium	2, 955, 835	17, 070, 986
Denmark	4, 626, 106	10, 740, 154
France	20, 004, 405	97, 902, 281
Germany	59, 830, 087	242, 688, 027
Italy	14, 798, 710	48, 710, 710
Netherlands	3, 677, 559	13, 640, 835
Norway	8, 995, 522	18, 328, 145
Portugal	1, 087, 985	3, 058, 010
Russia	10, 078, 970	13, 762, 135
Spain	1, 568, 800	12, 057, 690
Sweden	19, 196, 430	57, 094, 992
Switzerland	5, 326, 842	26, 515, 175
Turkey	989, 405	6, 818, 510
Total	292, 649, 410	1, 194, 356, 584
Increase compared with last fiscal year	14, 360, 841	43, 370, 950

No. 21.—Statement showing the weight of letters and newspapers, etc., conveyed to foreign countries other than European, by steam-ship lines, during the fiscal year ending June 30, 1890.

Steam-ship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Oceanic.....	3,810,508	99,064,454
Pacific Mail, New York.....	3,843,055	60,849,727
Plant Investment, Tampa.....	3,974,246	41,213,442
Occidental and Oriental.....	3,307,616	34,374,434
Pacific Mail, San Francisco to Japan, etc.....	2,887,561	27,563,453
Red D.....	1,733,610	21,594,890
Quebec.....	1,578,775	16,416,236
United States and Brazil.....	1,516,725	24,062,355
Atlas.....	1,146,370	10,233,355
Oceanic to Hawaii, direct.....	1,098,768	12,495,627
Boston, Halifax, and Prince Edward Island.....	1,004,543	698,678
Pacific Mail, San Francisco to Panama, etc.....	912,911	8,051,540
Mexican International.....	885,464	6,992,789
Oregon Railroad and Navigation.....	691,381	.....
New York and Cuba.....	607,035	6,244,145
Royal Mail.....	864,787	7,852,067
Yarmouth.....	553,865	.....
Pacific Coast.....	544,867	10,220,166
Costa Rica and Honduras.....	397,823	4,884,218
Slomans Brazil.....	386,791	7,106,206
Anchor.....	278,180	3,449,835
Morgan.....	274,272	2,550,562
Clyde.....	261,690	2,084,530
Honduras and Central American.....	254,435	3,723,171
Christall.....	178,510	2,233,340
Royal Dutch.....	177,565	1,650,940
Taurus.....	163,235	904,073
James E. Ward.....	127,735	2,507,280
Booth.....	109,655	877,925
Red Cross.....	108,479	854,863
New York and Porto Rico.....	84,135	657,155
Spanish Transatlantic.....	83,850	1,329,415
French Contract.....	83,654	1,422,192
Barber and Co.'s.....	82,862	1,917,974
Earn to South America.....	78,998	1,569,973
Winchester.....	83,847	1,475,703
Oteri Pioneer.....	49,841	449,118
Earn to West Indies.....	46,977	689,474
Hoadley.....	39,533	315,298
Central America.....	35,668	309,069
Hamburg.....	38,610	498,100
Busk and Jevons.....	20,410	236,680
Atlantic and West India.....	19,600	151,140
Theband.....	15,420	337,278
People's Line.....	10,795	142,370
Edith Hough.....	10,048	82,296
Mary Jane.....	7,549	2,856
Lizzie Henderson.....	5,550	5,525
Alejandro.....	3,481	100,709
Lord and Austin.....	2,420	24,000
Bernard.....	70	.....
Total.....	34,569,092	442,917,612
Increase compared with last fiscal year.....	3,077,720	38,894,711

No. 22.—Statement showing the weight of letters and newspapers, etc., sent by sea from the United States to countries other than European of the Universal Postal Union for the fiscal year ending June 30, 1890.

Countries and colonies.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cuba.....	3,977,016	39,442,917
Japan.....	3,289,574	36,559,500
Australasia (non-union).....	2,908,274	85,485,309
Hawaiian Islands.....	2,168,812	28,181,462
Mexico.....	1,666,893	14,961,892
Windward Islands.....	1,427,891	14,367,759
Nova Scotia.....	1,478,970	.....
United States of Colombia.....	1,853,487	20,939,566
Venezuela.....	1,399,396	17,125,535
Brazil.....	1,220,808	18,436,096
Hong-Kong.....	1,637,899	6,676,748
British Columbia.....	1,089,965	7,323,498

No. 22.—Statement showing the weight of letters and newspapers, etc.—Continued.

Countries and colonies.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Argentine Republic	793,220	17,119,759
Guatemala	844,195	10,740,860
Chili	816,110	19,037,970
Bermuda	768,485	7,964,285
Jamaica	776,930	9,055,602
Peru	764,326	12,997,996
Nicaragua	716,132	7,671,867
United States consul at Shanghai	673,332	12,388,316
Costa Rica	590,340	6,631,699
Haiti	564,565	4,582,195
Republic of Honduras	500,964	5,273,471
Salvador	438,975	6,409,461
Ecuador	377,473	4,591,840
Curaçao	359,565	2,739,495
Bahamas	296,424	8,522,391
British Honduras	242,215	2,309,578
From United States consul at Shanghai	238,101	542,857
Uruguay	204,720	3,570,632
Porto Rico (direct)	257,970	1,561,230
San Domingo	180,320	3,255,975
Porto Rico and St. Thomas, via Cuba	175,710	2,701,640
Samoa	103,976	1,551,697
Tahiti	77,977	1,261,937
Newfoundland	75,210	615,906
Bolivia	74,085	1,947,810
Manilla	57,742	1,222,131
Turk's Island	28,655	280,900
Singapore	22,713	571,459
Paraguay	13,848	867,020
Marquesas and Marshall Islands	10,677	190,255
New Caledonia	7,820	132,979
St. Pierre and Miquelon	7,228	20,770
Java	6,874	57,296
Azores	12,470	24,470
Dutch Guiana	6,526	6,180
Siam	5,925	152,671
Cochin China	4,920	75,092
British Guiana	2,140	2,440
Total	84,599,092	442,917,812
Increase compared with last fiscal year	3,077,720	38,984,711

No. 23.—Statement showing the weight of foreign closed mails retransported by sea, and the amounts accruing to steam-ship companies for their carriage during the fiscal year ending June 30, 1890.

Steam-ship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd	10,759,749	36,552,300	\$13,910.46
Cunard (limited)	6,526,395	20,063,170	8,234.07
White Star	2,321,081	8,610,879	3,090.09
General Transatlantic	2,098,285	8,448,087	2,840.09
Liverpool and Great Western	2,148,619	6,430,577	2,689.17
Plant Investment	1,069,712	6,861,470	(1)
Hamburg-American	798,524	2,784,594	1,034.78
Inman	8,934,888	11,618,162	4,937.72
Pacific Mail	153,894	1,689,608	810.95
New York and Cuba	153,048	2,671,648	388.64
Red D.	68,344	705,639	189.83
Anchor	18,962	69,693	24.06
Morgan	15,200	13,847	16.00
Quebec	18,167	81,456	20.57
Clyde	3,682	75,166	10.81
Royal Dutch	5,390	56,850	10.66
Atlas	8,618	17,625	10.01
Honduras and Central American	2,618	5,201	2.94
United States and Brazil	1,253	1,398	1.84
Christall Line	623	2,412	.83
Total	30,109,784	107,144,687	37,673.01

* Contract service.

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